

HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG,"
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
GRAND HOTEL MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS, LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

KOWLOON HOTEL.
THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each Floor.
Tele. 5,600 and 5,609. Cable address: "KOWLOON, Hongkong."
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tele. Central 373. Telegraphic Address: "VICTORIA, J. WITCHELL, Manager."

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY and SATURDAY.
TEA DANCES
TUESDAYS and THURSDAYS.
The Hotel Orchestra under the Direction of
Mr. F. R. Martens.
Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE"
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

OUR WEEK-END PROGRAMME

SATURDAY

After a
successful

2.30

5.15

7.15

9.15

"HELIOTROPE"
run of
months at
London Theatres

QUEEN'S THEATRE

(Biggest, Best, Coolest)

Phone C.4636.

Booking At Theatre.

SUNDAY

"HANDCUFFS

6.00

7.15

9.15

or **KISSES"**

starring

Elaine Hammerstein

GOOD PICTURES:— FAIR PRICES.

SHIPPING NEWS

The following local shipping and mail intelligence has been
corrected to noon to-day:

Vessels Arrived.

Vessel	Agents	From	Mooring.
R. exoner	B & S	Shanghai	A 1
Green	D & W	"	A 3
Wing Song	Shun Hing	K O Wan	Oo's Whf.
Hydrone	Chin On	Swatow	"
Wing Hing	C O S N	Shanghai	"
Wing M	Y & K	Shanghai	"
Wing M	I M & Co.	Shanghai via Swatow	B 23
Wing M	"	Shanghai via Swatow	Co's Whf.
Wing M	"	Shanghai via Swatow	O 36
Wing M	"	Shanghai via Swatow	B 13
Wing M	"	Shanghai via Swatow	Quarry Bay
Wing M	"	Shanghai via Swatow	Kow. Whf.
Wing M	"	Shanghai via Swatow	Wanchai
Wing M	"	Shanghai via Swatow	West Point



No Up-to-Date Building
is complete without its
'Express' Lifts

THE AUTOMATIC FLOOR-LEVELLING DEVICE CAN BE FITTED
TO LIFTS WITH PUSH-BUTTON CONTROL.

DUAL CONTROL.
CAR SWITCH CONTROL.

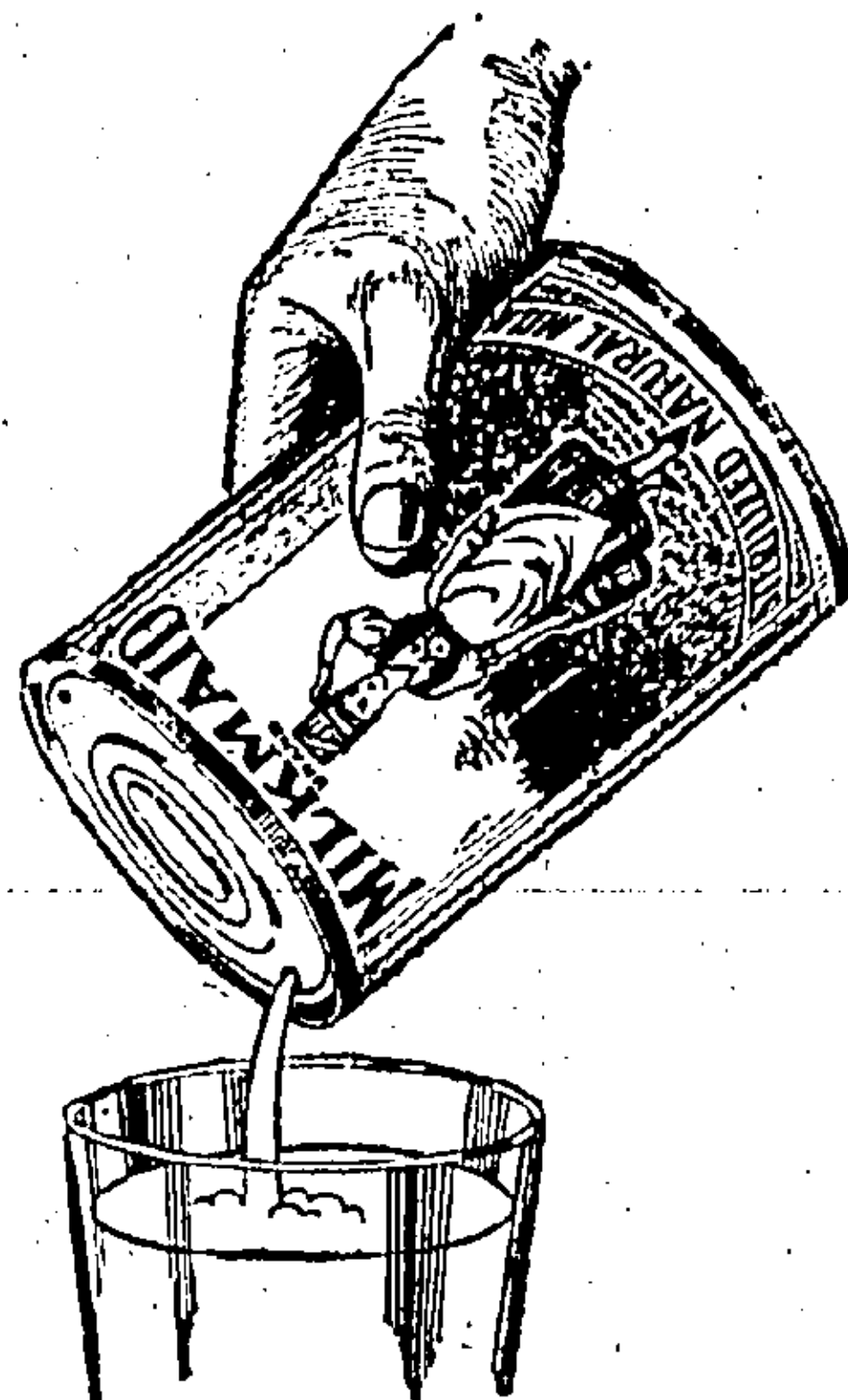
ESTIMATES FREE

EVERY LIFT MADE BY THE
EXPRESS LIFT CO.
IS FULLY GUARANTEED BY

THE GENERAL ELECTRIC CO.
OF CHINA

Queen's Buildings,

Hongkong.

TYPHOID EPIDEMIC

IT POURS OUT

Copy of advertisement in the local newspapers:—

TYPHOID FEVER.

ING to the above mention
ed disease being unusually
prevalent in the Colony at present
the Public is advised to *boil* all
drinking water and *milk* before
use.

W. W. PEARSE.

Medical Officer of Health.
Hongkong, 21st. July 1924.

(The italics are our own.)

USE

Milkmaid Natural MilkTHE SAFE MILK

REQUIRES

NO BOILING

BECAUSE

IT'S STERILISED

IN THE TIN.

MILKMAID
MEANSSTERILISED
SAFETYNATURAL
NOMILK
MICROBES

Clearances.

Vessel	Agents	Where Bound	Departure
Chen-sha	D & S	London via Manila	Wed 5 p.m.
Shanghai	J M & Co.	London via S'pore	"
Shanghai	H & S	Takao	"
Shanghai	O & K	Hongkong via K O Wan	3rd Aug.
Shanghai	M & C	Manila via Saigon	"
Shanghai	"	K O Wan	"
Shanghai	"	Hollow	"

Steamers' Movements.

Agamemnon left Port Said 25th July for London, Rotterdam and Hamburg.
Ajax left Port Said 25th July for London, Rotterdam and Hamburg.
Lycan left Port Said 25th July for London, Hull, Rotterdam and Hamburg.

CHURCH NOTICES.

A Charge of one Dollar is made
for Notices under this heading.
First Church of Christ, Scientist,
Macdonnell Road, below Bowen
Road Tram Station. Sunday,
11.15 a.m. Wednesday, 5.30 p.m.
Reading Room open Tuesday
and Friday mornings 10 to 12.

ENTERTAINMENTS.

REX INGRAM'S production of
John Russell's tale of the South Seas.
Where The Pavement Ends
with RAMON NOVARRO & ALICE TERRY.
Beautiful Photography! Gorgeous Settings!
Today at 2.30, 5.15, 7.15 & 9.15
AT THE CORONET.

LAST
TIME
TODAY **THE STAR** 5.30
8
9.15

Final and farewell performance in the Colony

The **WANDERWELLS**

Lecturing on their interesting travel film

"Around the World in a Ford"

Commencing Sunday

The world's greatest mystery film

Thrills **"BAVU"** Sensations
Galore Excitement

The picture that holds your interest to the last.

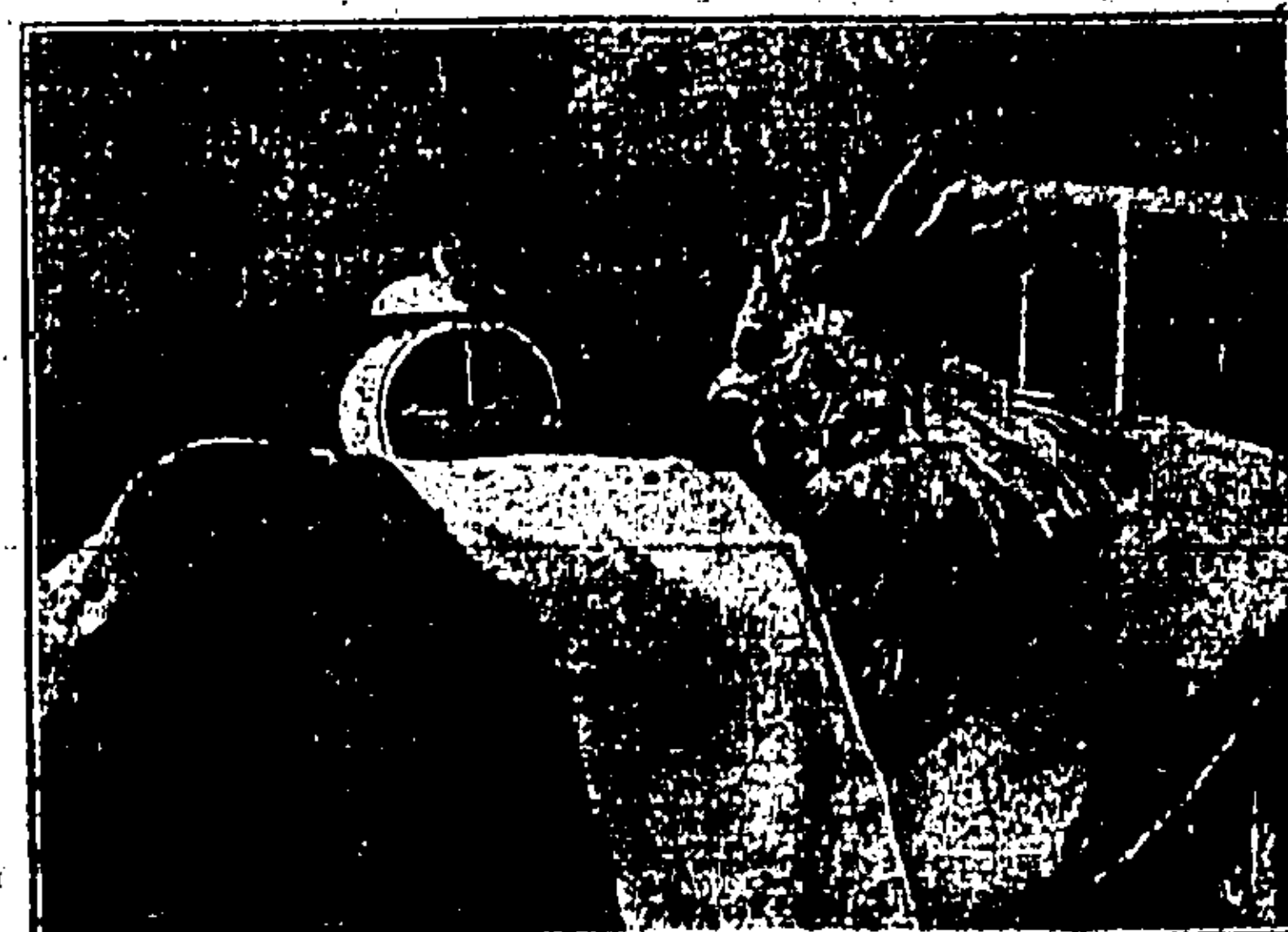
WORLD THEATRE

Wednesday, 30th. to Saturday, 2nd. Aug.
at 5.15 p.m. & 9.15 p.m.

The Unique and Most
Original Photoplay

"Animals Acting As Men"

A Five-Reel Comedy Drama



A SUPER-FEATURE ACTED BY ANIMALS ONLY
IT'S THE PLEASING SURPRISE OF THE CENTURY.

Clearance Sale

of the latest Parisian

Summer Frocks

AND

Hats

at 25% reduction.

Les Elegances de Paris,

No. 8, Queen's Road Central, 1st. Floor
Telephone No. C. 386.

Board of Conservancy Works of Kwangtung.
Waterlevels in English Feet 10 a.m.

Place of Observation	Highest W.L. ever recorded Feet	Lowest W.L. ever recorded Feet	W. L. July 20 Feet	W. L. July 31 Feet
Wuchow West River	+ 79.50	- 2.42	+ 58.5	—
Kongmoon	+ 14.70	- 0.80	+ 11.7	+ 11.4
Linkonghoo North	+ 37.00	0	+ 14.8	+ 10.5
Shiuchow	+ 35.81	0	+ 3.6	+ 3.7
Jameui	+ 27.25	- 5.00	+ 20.8	—
Shaklung East	+ 15.15	- 0.98	+ 3.4	+ 3.5

Printed and Published for the Proprietor by Frederick
Franklin, at 11, The House Street, in the City of Victoria, Hongkong.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tonnage	From Hongkong (about)	Destination
MIRAPOR	6,715	7th Aug. noon	S'pore, P'ang, C'ho & B'bay
DEVANHA	8,032	14th Aug. noon	M'les, London & Antwerp
SICILIA	8,813	22nd Aug.	S'pore, P'ang, C'ho & B'bay
MANTUA	10,902	23rd Aug.	M'les, London & Antwerp
NAGUYA	6,854	30th Aug.	S'pore, P'ang, C'ho & B'bay
SARDINIA	6,884	4th Sept.	M'les, London & Antwerp
KALAN	9,118	6th Sept.	M'les, London & Antwerp
KAISAR-I-HIND	11,430	20th Sept.	S'pore, P'ang, C'ho & B'bay
SOUDAN	6,636	2nd Oct.	M'les, London & Antwerp
KASHMIR	8,963	4th Oct.	M'les, London & Antwerp
MOREA	10,911	18th Oct.	S'pore, P'ang, C'ho & B'bay
SICILIA	6,813	29th Oct.	M'les, London & Antwerp
KASHMIR	8,840	1st Nov.	M'les, London & Antwerp
MALWA	10,941	15th Nov.	M'les, London & Antwerp
KARMAHA	9,098	29th Nov.	M'les, London & Antwerp
MANTUA	10,902	13th Dec.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tonnage	From Hongkong	Destination
AKADA	6,949	20th Aug.	S'pore, Penang & Calcutta
FALMA	10,000	2nd Sept.	S'pore, Penang & Calcutta
TILAWA	10,000	5th Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong	Destination
EASTERN	4,900	27th Aug.	Manila, S'kan, Thursday Is.
ARAFURA	6,000	1st Oct.	Townsville, Brisbane, Sydney
ST. ALBANS	4,500	29th Oct.	& Melbourne.

Regular service from Australia with the following:-
The S.S. "K. M. S. Company" steamer to the United Kingdom via New Zealand, Teneriffe, Rio de Janeiro, Cape Town, London, and Liverpool.
The S.S. "K. M. S. Company" steamer to the United Kingdom via New Zealand, Teneriffe, Rio de Janeiro, Cape Town, London, and Liverpool.
The S.S. "K. M. S. Company" steamer to the United Kingdom via New Zealand, Teneriffe, Rio de Janeiro, Cape Town, London, and Liverpool.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tonnage	From Hongkong	Destination
SARDINIA	6,884	8th Aug.	Shanghai & Kobe
KALAN	9,118	8th Aug.	Shanghai, Moji & Kobe
TALMA	10,000	13th Aug.	Moji & Kobe
TILAWA	10,000	15th Aug.	Moji & Kobe
KAISAR-I-HIND	11,430	22nd Aug.	Shanghai, Moji & Kobe
PESHAWAR	7,331	30th Aug.	Shanghai & Yokohama
TAIREA	8,500	31st Aug.	Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24ft. x 1ft. x 1ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
12, Des Voeux Road, Central.

GLEN AND SHIRE.
JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
PEMBROKESHIRE	6th Aug.	GLENBEG	21st Aug.
GLENIFFER	20th Aug.	GLENIFFER	28th Sept.
GLENOGLE	3rd Sept.	GLENIFFER	London, Rotterdam & Hamburg

Movements are subject to change without notice.
For freight or further particulars please apply to:-
JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.
AGENTS
Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRAIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave Hongkong for M'la, S'kan, Thurs. Is. & A'lian Ports
CHANGSHA	In port	2nd Aug. at noon

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Agents.
Telephone Central No. 36.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.

FOR CANTON
S.S. "CHUKWA MARU" ... on or about 5th Aug.
FOR HAIPHONG via H'chow & Pakhoi
S.S. "CHUKWA MARU" ... on or about 7th Aug.
FOR KEELUNG via Swatow & Amoy
S.S. "TAIKWA MARU" ... on or about 7th Aug.
For further particulars, please apply to
Branch Office, MATARAI, AGENT,
No. 37, Bonham Strand, West. Top Floor, King's Building,
Tel. Central No. 155. Tel. Central No. 140 & 4457.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

S.S.	Tonnage	From Hongkong	Destination
YOKOHAMA MARU	...	...	...
KAGA MARU	...	...	...
MARSEILLES, LONDON & ANTWERP	...	...	...
HAIRAN MARU	...	...	...
KITANO MARU	...	...	...
HAMBURG via LONDON & ROTTERDAM	...	...	...
MITO MARU	...	...	...
LIVERPOOL via MARSEILLES & VALENCIA	...	...	...
TSURUGA MARU	...	...	...
SYDNEY & MELBOURNE via Manila & Ports	...	...	...
MISHIMA MARU	...	...	...
TANGO MARU	...	...	...
NEW YORK and/or BOSTON via PANAMA	...	...	...
TAKETOYO MARU	...	...	...
BUENOS AIRES via Singapore, Durban & Cape Town	...	...	...
KAMAKURA MARU	...	...	...
BOMBAY via Singapore & Colombo	...	...	...
NAGATO MARU	...	...	...
AKI MARU	...	...	...
CALCUTTA via Singapore, Penang & Rangoon	...	...	...
MALACA MARU	...	...	...
HAIRAN MARU	...	...	...
NAGASAKI, KOBE & YOKOHAMA	...	...	...
TANGO MARU	...	...	...
SHANGHAI, KOBE & YOKOHAMA	...	...	...
TAMBA MARU	...	...	...
SAMO MARU	...	...	...
KAMO MARU	...	...	...
KATORI MARU	...	...	...

For further information apply to:-
NIPPON YUSEN KAISHA.
Y. YAMAMOTO, Manager.
Tel. Central Nos. 292, 293 & 2422.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.
S.S. "KENDAL CASTLE" ... Sailing about 30th July.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "LACONIA" ... Sails about 19th Aug.
S.S. "VENEZIA" ... Sails about 31st Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "GERANIA" ... Sails about 3rd Aug.
S.S. "ROSANDRA" ... Sails about 8th Aug.
S.S. "BRENTA" ... Sails about 26th Aug.
S.S. "VENEZIA" ... Sails about 8th Sept.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.
S.S. "UMZUMBI" ... Sailing about 31st Aug.Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-
DODWELL & CO., LTD.
Agents.
Telephone Central 1030.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sun.	3rd Aug. at 10 a.m.
SANDAKAN	Mausang	Mon.	4th Aug. at 5 p.m.
BANGKOK via Swatow Chaksang	Mon.	4th Aug. at 5 p.m.	
MANILA	Chaksang	Tues.	5th Aug. at 7 a.m.
HAIPHONG via H'chow Leesang	Tues.	5th Aug. at 10 a.m.	
SHANGHAI via Swatow Taksang	Wed.	6th Aug. at 3 p.m.	
STRAITS & Calcutta Fooksang	Wed.	6th Aug. at 10 a.m.	
T'AO via S'ow & S'hai Hingsang	Sat.	9th Aug. at 11 a.m.	
MANILA	Yuensang	Sat.	9th Aug. at noon
TIENSIN	Cheongshing	Sun.	10th Aug. at 7 a.m.
HAIPHONG via H'chow Mingsang	Thurs.	14th Aug. at 10 a.m.	
SHANGHAI via Swatow Chunsang	Fri.	15th Aug. at 7 a.m.	
KOBE	Kutsang	Fri.	15th Aug. at 3 p.m.
STRAITS & Calcutta Laisang	Wed.	25th Aug. at 3 p.m.	

Calcutta Line:- This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. With Electric Light & Fans & carry a fully qualified Surgeon. With Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line:- Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

Manila Line:- A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line:- Sailings approximately weekly for passengers and cargo, calling at H'chow both ways.

Borneo Line:- Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line:- A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

Bangkok Line:- A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Wednesday, 6th Aug. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiphong ...	W. S. Turnbull	TUES. 5th Aug. at 1 p.m.
Haiphong ...	W. C. Passmore	FRI. 8th Aug. at 5 p.m.
Haiphong ...	Ellis Walker	TUES. 12th Aug. at 3 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 14th Aug.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:- JAYA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mali Steamers	Next Sailings from Marseilles	Pro. arr. at H'g and Sailing for S'hai & Japan	Pro. Sailing from H'g for M'les
AMAZONE	...	...	3rd Aug.
ANGKOR	...	...	17th Aug.
AZAY LE RIDEAU	3rd July.	7th Aug.	31st Aug.
PAUL LEBON	17th July.	18th Aug.	14th Sept.
ANDRE LEBON	31st July.	1st Sept.	28th Sept.
AMBOISE	14th Aug.	15th Sept.	12th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
A' Class } 1st Class £95.00 B. Class } 1st Class £83.00
Steamers } 2nd Class £68.00 Steamers } 2nd Class £60.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "YALOU" from Dunkirk, London, Havre is due to arrive about 23rd Aug.

For full particulars apply to:

Messageries Maritimes Co.
3 Queen's Building.

Telephone Central 740. CONSIGNATION TRANSIT REPRESENTATION.

CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship "PRES. JACKSON"

having arrived from Seattle via ports on July 29th 1924 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on Aug. 2nd. by the Company's Surveyors, Messrs. Anderson and Ashie.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after Aug. 8th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board. Emergency Fleet Corporation.

ADMIRAL ORIENTAL LINE.

4, Des Voeux Road,

Hongkong, July, 29th, 1924.

NOTICE TO CONSIGNEES.

Vereenigde Nederlandsche Scheepvaart-Maatschappij

(United Netherland Navigation Company)

Holland-oost Azie Lijn.

(Holland-East Asia Line.)

From Amsterdam, Rotterdam, Hamburg and Bremen.

The Steamship, "BOETON (1)"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd. whence and from the wharves delivery may be obtained.

Goods not cleared by the 6th Aug., 1924, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 5th Aug., 1924, at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN. General Agents.

NOTICE TO CONSIGNEES.

LLOYD TRIESTINO S. N. CO.

The Steamship, "VENEZIA"

From Trieste, Venice, Brindisi, Port Said, Massaua, Aden, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 15th prox. or they will not be recognized.

All broken, chafed, & damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 10 a.m. by our surveyors (Messrs. Goddard & Douglas).

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Hongkong 7th July 1924.



ROUND THE WORLD

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO
SUEZ, PORT SAID, ALEXANDRIA, NAPLES

GENOA, MARSEILLES,
BOSTON AND NEW YORK

Thence
HAVANA, PANAMA, LOS ANGELES,
SAN FRANCISCO—

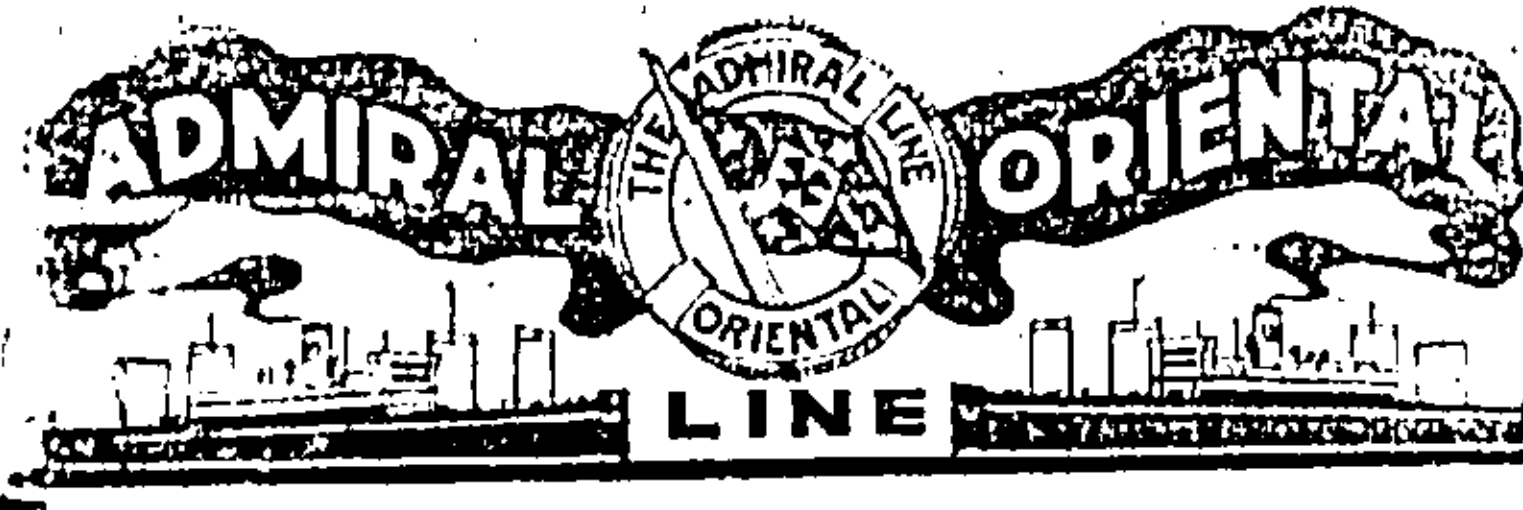
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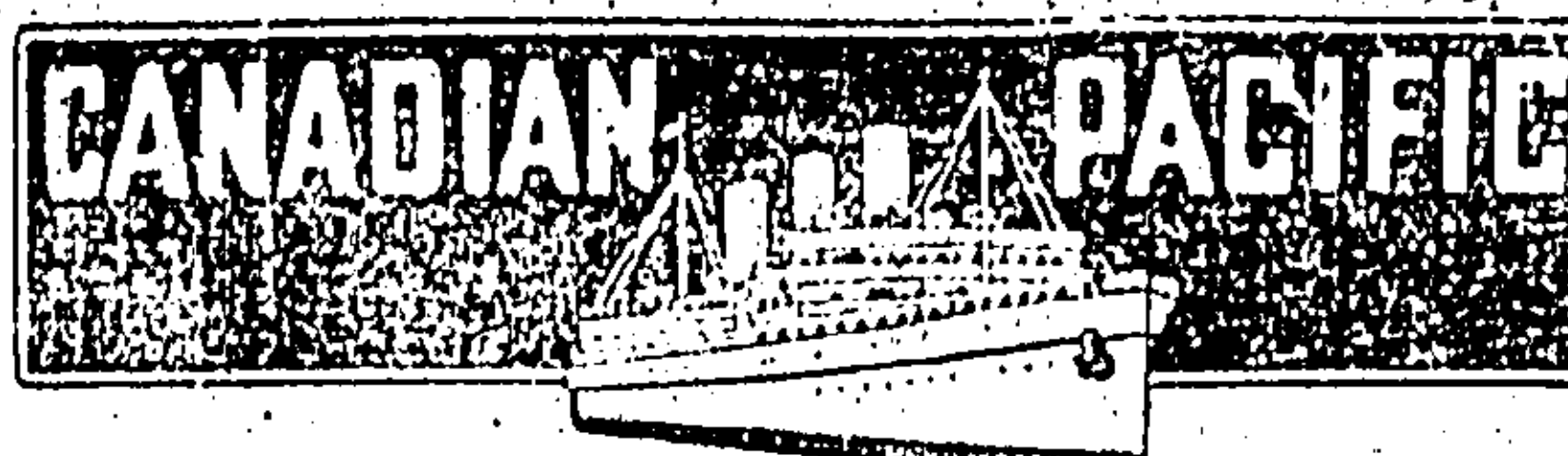
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Sailings from Hongkong.
S.S. CITY OF CHESTER via Suez Canal 8th Aug.
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S.S. ROMEO via Suez Canal 31st Aug.
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Boston & New York only.

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For San Francisco & Los Angeles from Hongkong by Direct Route.

U.S.S.B. "West Katon"	Due Hongkong 2nd Aug.
U.S.S.B. "West Jester"	Leaves Hongkong 5th Aug.
U.S.S.B. "West Sequana"	Due Hongkong 16th Aug.
U.S.S.B. "West Katon"	Leaves Hongkong 18th Aug.
U.S.S.B. "West Katon"	Due Hongkong 29th Aug.
U.S.S.B. "West Katon"	Leaves Hongkong 31st Aug.

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"RHEXENOR" 2nd Aug. M'los, L'don, Hull, R'dam & H'burg
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"PYRRHUS" 18th Aug. London, Rotterdam & Hamburg
"ADRASTUS" 25th Aug. M'los, London, R'dam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"IXION" 18th Aug. Genoa, M'los, Liverpool & Glasgow
"EURYPYLUS" 1st Sept. M'los, Havre, Liverpool & Glasgow
"ANTIOCHUS" 20th Sept. Genoa, M'los, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"TALTHYBIUS" 3rd Aug. Victoria, Seattle & Vancouver
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NEW YORK SERVICE

(via Suez or Panama)

"BELLEROPHON" 21st Aug. Boston & New York (via Suez)
"PERSEUS" 10th Sept. Boston & New York (via Suez)
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"SARPEDON" 4th Aug. for Shanghai
"TEIRESIAS" 11th Aug. for Singapore, Marseilles & London
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"MENTOR" 17th Nov. for Singapore, Marseilles & London
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Also cargo steamers with limited passenger accommodation at specially reduced fares.

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Steamers	From	Expected on or about	Will leave on or about	For
Tjikembang	Shanghai	In port	2nd Aug.	Batavia
Tjikong	Java	In port	3rd Aug.	Amoy & Shai
Tjipanas	Java	1st Aug.	6th Aug.	Saigon
Tjisalak	S'baia, Mak.	7th Aug.	11th Aug.	Yokohama
Tjitarom	Japan	8th Aug.	9th Aug.	Batavia
Tjimanock	Batavia	8th Aug.	13th Aug.	Shanghai
Ombilin	Java	12th Aug.	—	—
Sawahlento	Java	15th Aug.	—	—
Tjikong	Shanghai	16th Aug.	18th July	Makassar
Tjikint	Java	16th Aug.	19th Aug.	Shanghai
Tjisondari	Shanghai	21st Aug.	23rd Aug.	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
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THE HONGKONG & WHAMPOA DOCK CO., LTD.

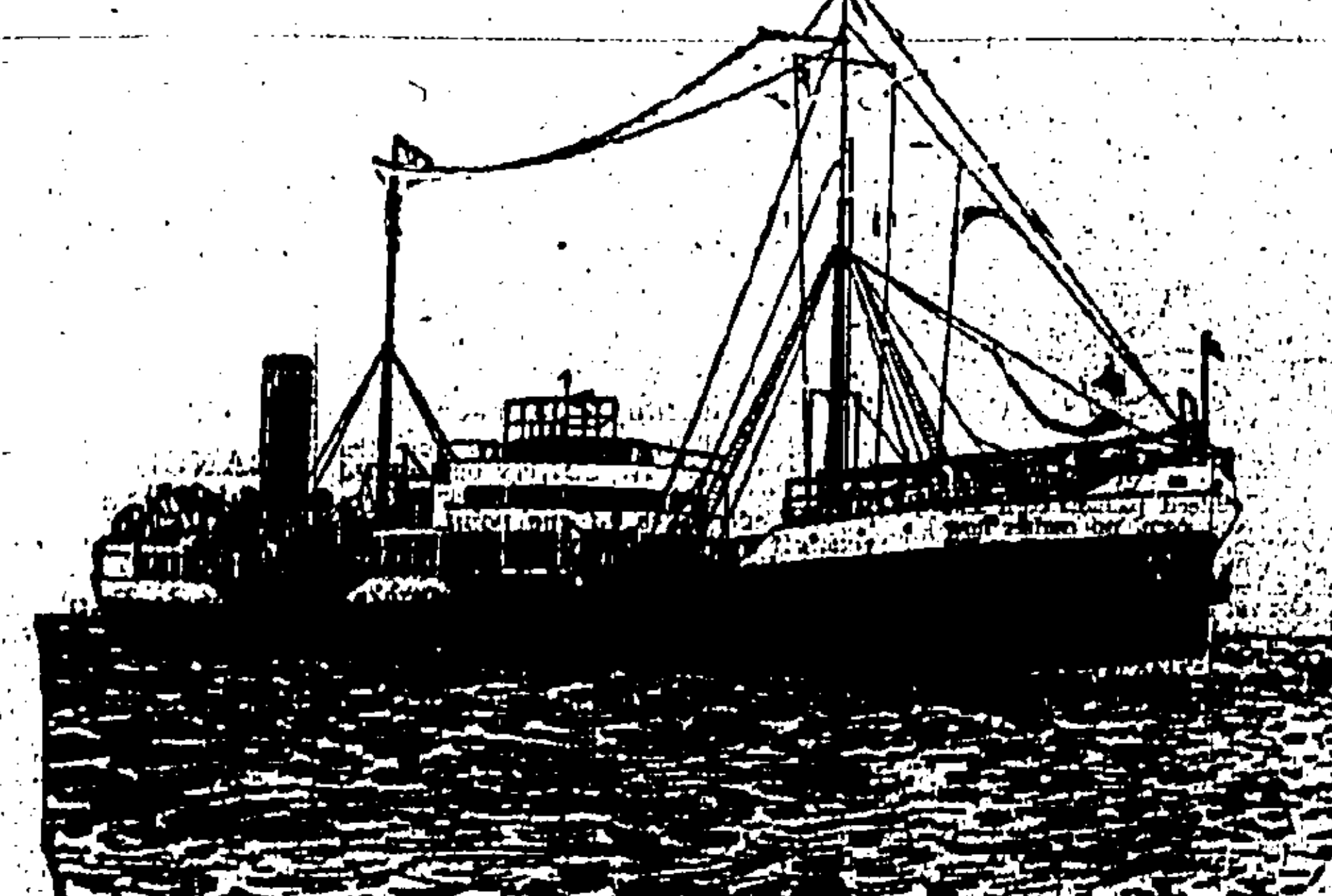
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

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OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK.

the order of THE ANGLO-SAXON PETROLEUM CO., LTD., and is now on its way to

vessels built in these works to the same order.

Please address inquiries to the Engineer.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO' ANTWERP, LONDON & STRAITS.

The Steamship "BENOLEUCH"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 5th August will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 12th August or they will not be recognized.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 5th August at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB LIVINGSTON AND CO., LTD.

Agents.

Hongkong, 29th June, 1924.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S "AUSTRALIEN"

having arrived. Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the godowns and all goods remaining undelivered after the 7th of August, 1924 will be subject to rent.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined by Messrs. Goodard & Douglas on the 7th of August 1924, at 10 a.m.

All claims against the vessel must be presented to the Underwriter before the 10th of August, 1924, or they will not be recognized.

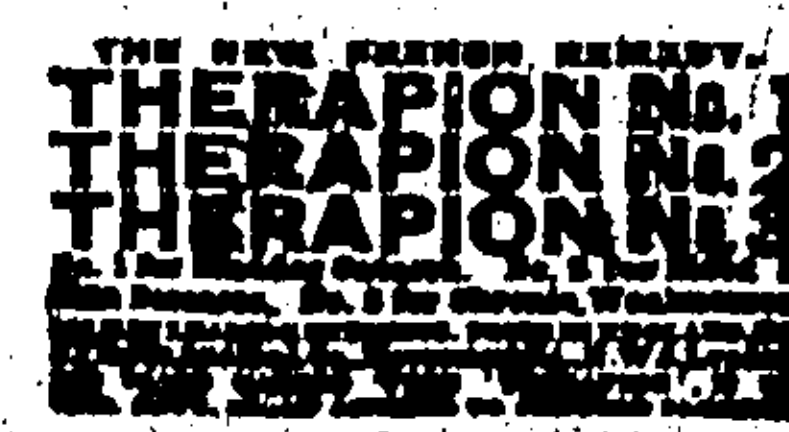
No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.

Agents.

Hongkong, 31st July, 1924.





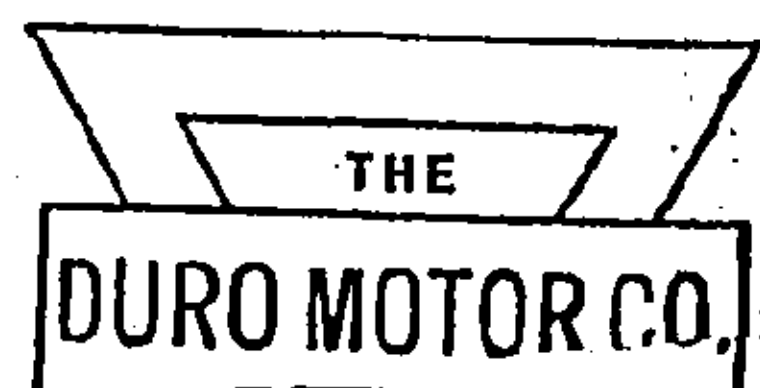
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Climb When A Truck Is
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LIKE the Chinese doctor, we pride ourselves not so much on curing trouble as on preventing it.

Proper care of a truck DOES eliminate trouble and expense. Many business men who like to keep down costs praise our service highly.

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MEAN Satisfaction and Safety.
KOWLOON'S NEW GARAGE



NATHAN ROAD

A good car is often damaged by bad storage. Space for a limited number of cars is available in our modern Garage.

MOTOR CYCLE T. T.

RESULT OF JUNIOR EVENT.

Seventy thousand people assembled to watch the International Motor-Cycle Tourist Trophy Races—the only road races held in Great Britain—which began in the Isle of Man on June 23rd.

Fine performances set up by competitors in practice runs gave promise of great struggles for the five trophies offered. There were 142 machines entered.

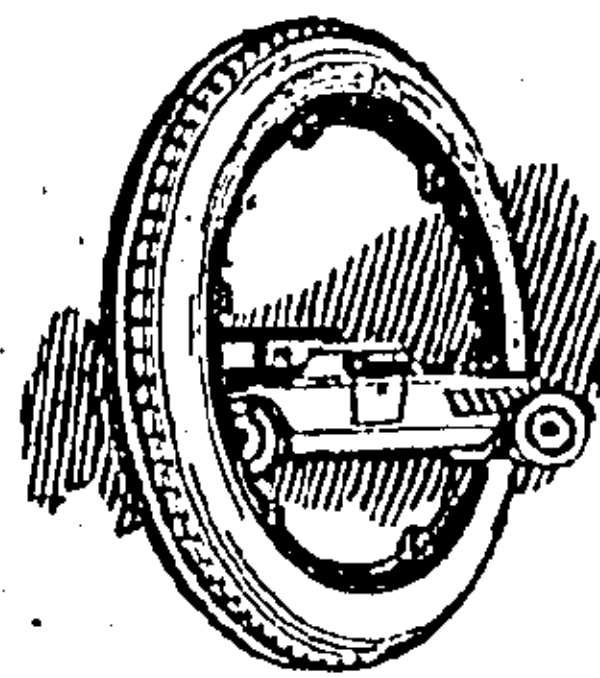
THE JUNIOR EVENT.

The youngest of 58 competitors was the victor in a great struggle in the first of the races for the five international tourists trophies offered under the auspices of the Auto-Cycle Union. He was Kenneth Twamlow, of Cheshire, aged 20, who finished his 226 miles spin over the most difficult road-racing circuit in Europe in 4hr. 4min. 21sec., thus winning the junior trophy for machines up to 350 cubic capacity at his first attempt. His average speed was 55.6 miles an hour.

It was not until he reached the end of the third of the six laps that he made his appearance among the first six contestants. In the fourth lap he jumped from fourth to first place. He was riding a New Imperial.

The result of the other races are not yet to hand.

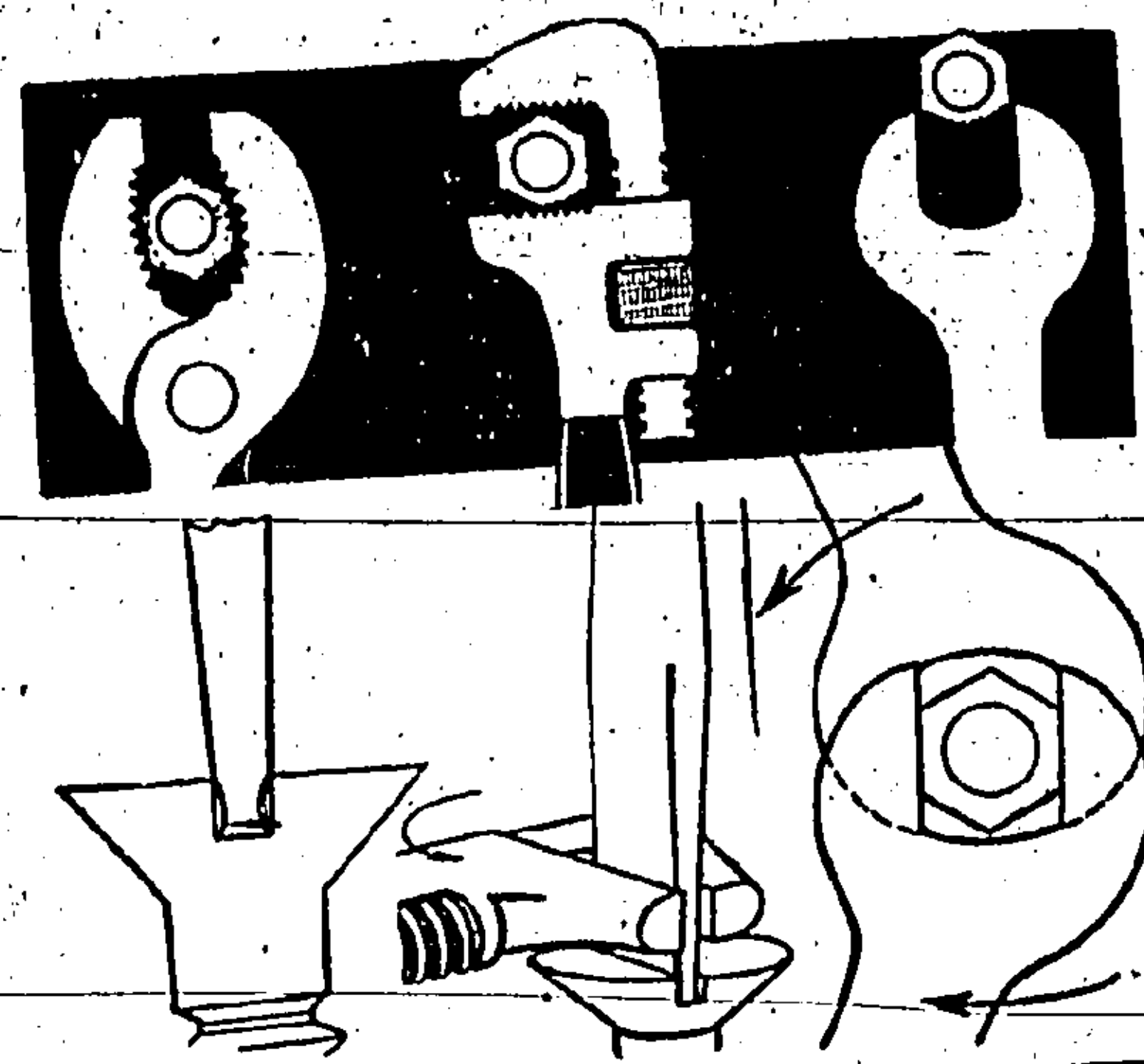
**CARS
FOR HIRE**



STORAGE

PROPER USE OF TOOLS.

Important Things to Know.



Proper and improper methods of using tools. Above, pliers and pipe wrench cut edges of nut so it cannot fit proper wrench. Lower diagrams show proper uses of screw driver and methods of loosening tight screws or nuts.

Motorists, generally, are addicted to the plier habit. It is the most misused and most harmful part in the automobile tool kit, for this reason.

Use a wrench that fits and modeling around an automobile will become a joy. Every motorist should know what tools to use in emergencies and how to use them properly, if his car is to remain in good condition. Pliers, for instance, should never be employed for loosening or tightening nuts. Wrenches should be picked that fit snugly against the sides of the nuts, rather than into the corners.

SCREW DRIVER.

Improper use of screw drivers, especially, has caused many a motorist to swear over broken edges and torn screw heads. This tool should be chosen to fit the slot it is supposed to, rather than do an all-round job for large and small screws.

When a screw driver slips out of the screw slot it is either ground down to a sharp edge, or the screw slot isn't square. A square screw slot and a square-edged screw driver make the work of tightening or loosening screws easy.

Where the screw driver is properly shaped and there still is difficulty in loosening the screw, the monkey wrench is a handy help. By gripping the screw driver tightly.

USE OF WRENCH.

A pipe wrench, even though its edges are square should not be used to loosen a nut. Its saw teeth, used ordinarily to hold a pipe in place, work havoc with the edges of the nut, making it so much more difficult to tighten it later.

Even the proper kind of wrench for tightening or loosening nuts may be harmful, if it isn't strong enough. Its jaws might spread apart or break. A good wrench might not work where the nut is too tight. But the cause of this might be that the wrench is not applied properly.

For tightening or loosening a nut the wrench should be applied with the mouth facing the direction in which the nut is to be turned. Thus the leverage of the wrench arm is against the nut, rather than away from it, and is much more effective.

If the wrench is used properly and the nut still sticks, two wrenches might be used one at each end of the nut, and worked toward each other. This gives double leverage against the recalcitrant nut.

THE FAMOUS B.S.A.

B.S.A. MOTOR CYCLES, generally admitted to be the finest value-for-money machines now on the market, have met with a greater demand than ever this season.

The range has been extended, detail improvements have been incorporated on all models, and the B.S.A. reputation for service and reliability has been greatly enhanced by the results of reliability trials, and the experiences of thousands of private owners, during the past season in the British Isles, on the Continent, and in every part of the world where motor cycling is in vogue.

We shall be pleased to show you models of these famous machines.

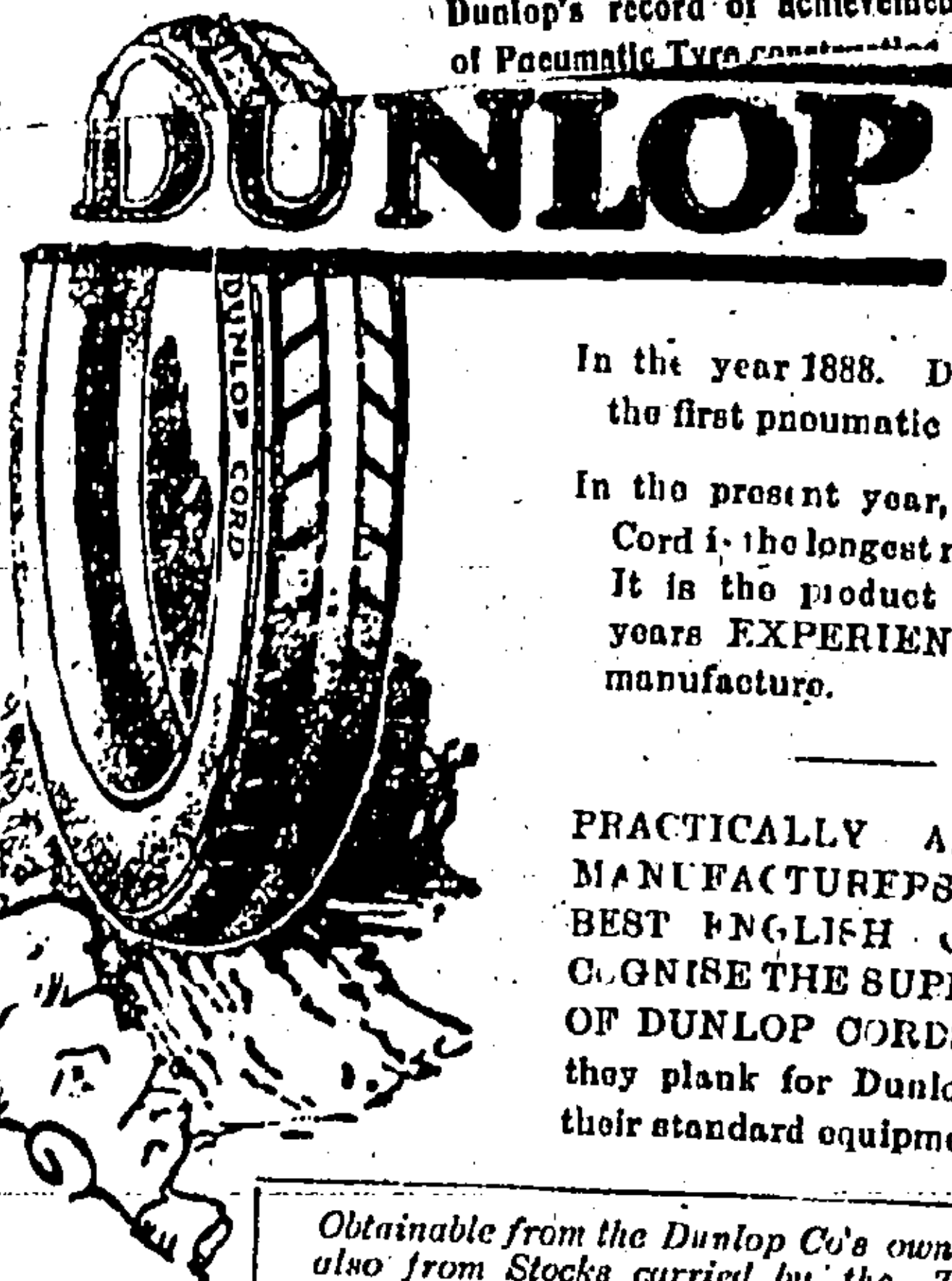
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Take the lift to the 4th. floor.

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Sole Agents for the famous B.S.A. Cycles.

Dunlop's record of achievement in the field of Pneumatic Tyres is unequalled.



In the year 1888, Dunlop made the first pneumatic tyre.

In the present year, the Dunlop Cord 4, the longest mileage tyre it is the product of over 30 years EXPERIENCE in tyre manufacture.

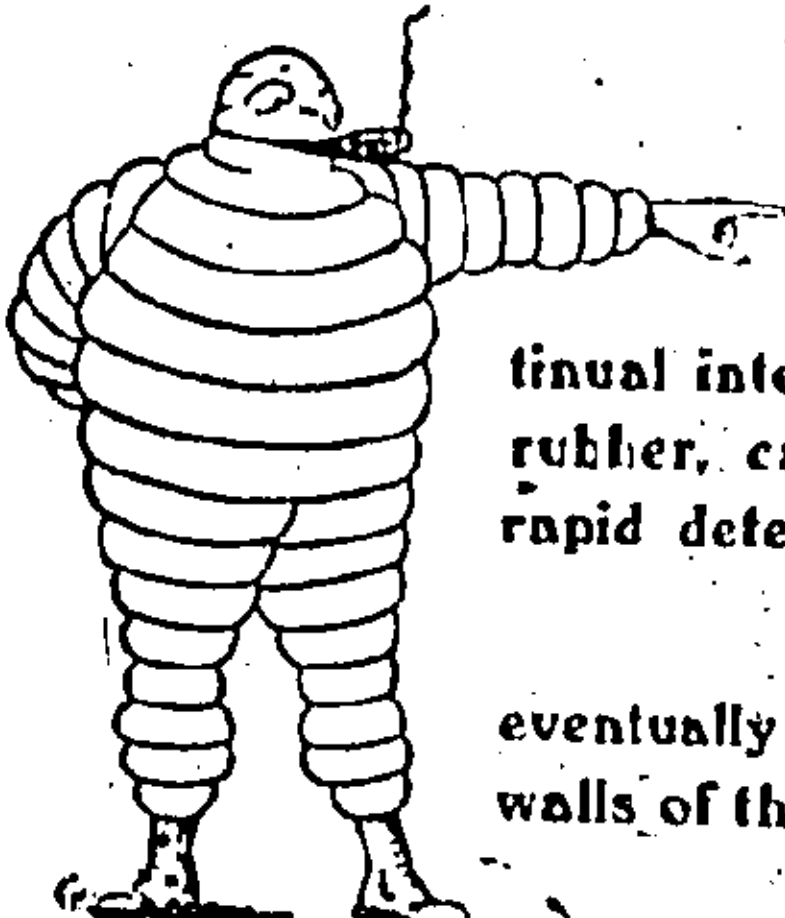
PRACTICALLY ALL THE MANUFACTURERS OF THE BEST ENGLISH CARS RECOGNISE THE SUPERIORITY OF DUNLOP CORDS, because they plunk for Dunlop Cords as their standard equipment.

Obtainable from the Dunlop Co's own Branch, also from Stocks carried by the Taxi Co., and by J. Gibbs & Co. Alexandra Bldg. (phone C.704—Sundays & Holidays C.4558.)

Supplied at MANUFACTURERS' prices. **DUNLOP RUBBER Co. (China) LTD.** St. George's Building, Hongkong. Phone C. 4554.

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MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone C.3438. China Building, 1st Floor.

FORDS IN GERMANY.

EFFECT OF NEW PLANT.

The German automobile industry is divided as to whether Henry Ford's reported entry into the German market through the erection of a factory at Rostock in Mecklenburg-Schwerin will mean help or competition.

"Producers of expensive cars, such as the Benz and Daimler," the cable says, "welcome Mr. Ford as a popularizer of the motor car idea in Germany, which would mean fostering a desire for high-class cars later on. The director of the Aga works is of the opinion that Germans are more interested in quality than in cheapness and that hence Mr. Ford will merely advertise the idea of the cheap car while German manufacturers will obtain the actual orders."

"Other producers like Adler do not believe the Ford chassis is suited for German roads. They see a real danger to the German industry, not in the cheapness of quality of the Ford, but in Mr. Ford's ability to sell cars on credit."

"Fitzthum Sachs believes that the immediate result of Mr. Ford's entry into the German market means a danger to German industry, but that the final result will show that Mr. Ford has been a pace-maker of the cheap automobile ideas from which the German producer will gain the chief benefit."

Almost 5,500,000,000 gallons of gasoline were consumed by motor cars in the United States last year.

The Famous "GARNER" British-built truck-chassis and passenger-bus.

Two of the famous British-built "GARNER" 2-ton truck-chassis, equipped with pneumatic tyres have arrived and are now on show in our Kowloon Branch Office, No. 1, Canton Road.

One 24-passenger British-built Bus, English pattern, complete with body and equipped with pneumatic tyres, also of the famous Manufacturer "GARNER" has also arrived by the S.S. "Glensheil".

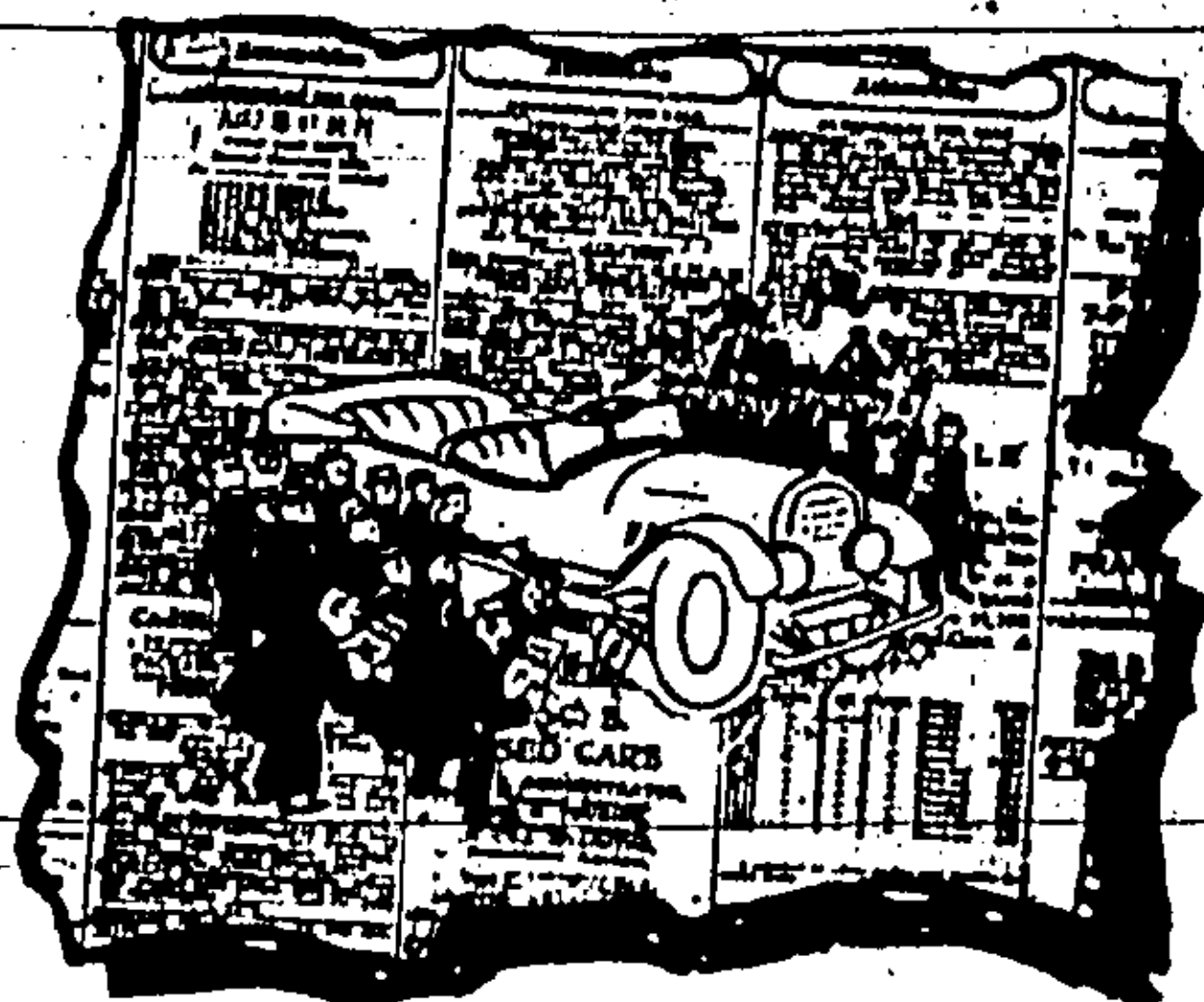
Inspection is cordially invited.

SOLE AGENTS:

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Telephone No. C.1034.



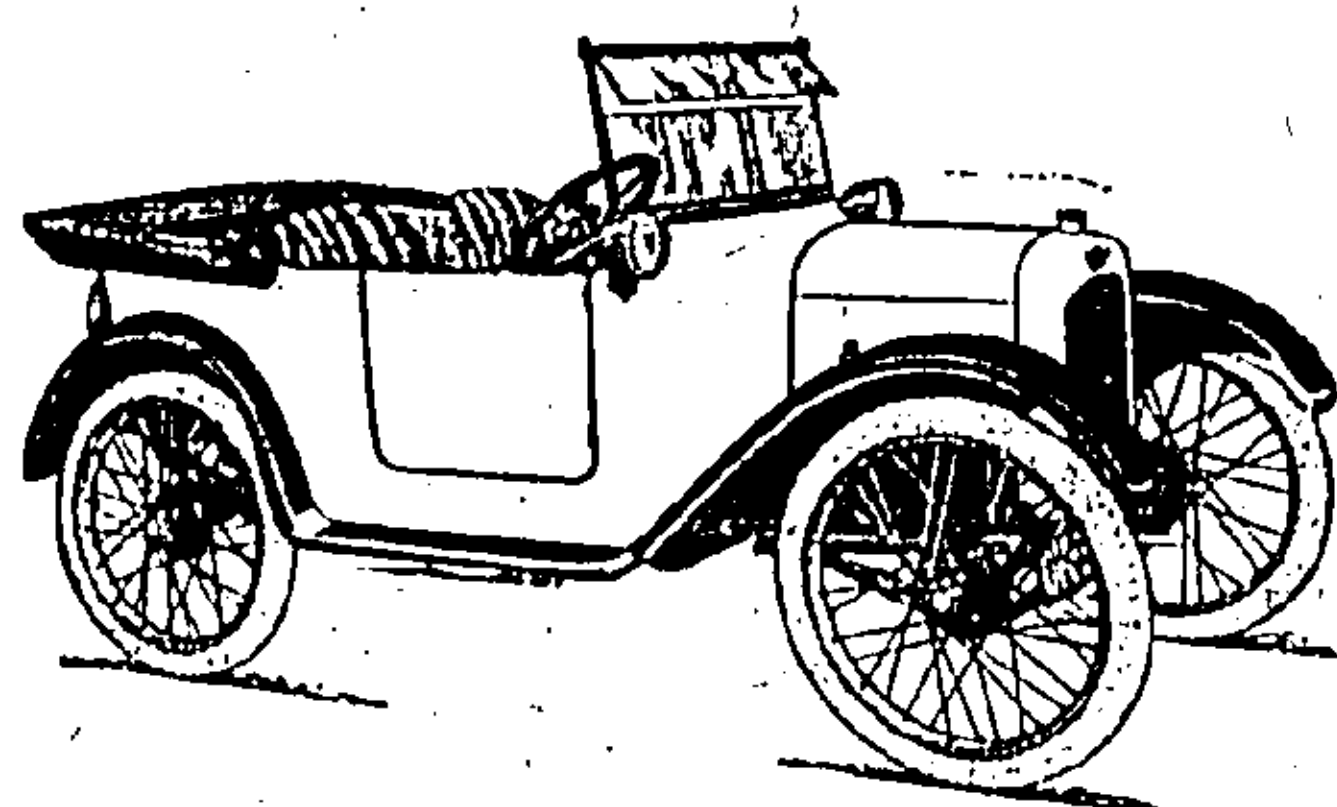
"THE CAR YOU WANT—AT A PRICE YOU CAN AFFORD"

() Cadillac 6-passenger Touring Car	\$1,500
() Chandler 7-passenger Touring (54689)	\$1,500
() Chandler 4-passenger Speedster	\$2,500
() Cleveland 6-passenger Sport Model	\$2,500
() Dodge Brothers 6-passenger Touring Car (585184)	\$1,250
() Dodge Brothers 6-passenger Sedan	\$2,500
() Essex 6-passenger Touring	\$1,650
() Essex 6-passenger Sedan	\$1,800
() Hudson 7-passenger Touring (52088)	\$1,750
() Locomobile 7-passenger Touring	\$3,200
() Marmon 7-passenger Touring	\$2,750
() Singer 7-passenger Landulette	\$3,200
() Winton 7-passenger Limousine	\$2,500

REMEMBER:—A Used Car is only as good as the firm with which you deal.

THE DRAGON MOTOR CAR CO., LTD.
33, Wong Nei Chung Road, Hongkong.

Name.....
Address.....



THE AUSTIN SEVEN

Two seater with dickey seat. Electric Starting, Electric Lighting, Electric Horn, Dimmer Switch, Spare wheel with tyre, Side Screens, tool roll and accessories.

FOUR WHEEL BRAKES.

Price Ready For The Road - - £188. 0. 0.

(Sports Model - - £10. 0. 0.)

Delivery Guaranteed in 6/8 weeks.

Catalogues and full information on application to
Sole Agents for Hongkong & S. China,

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ON

SHELL

Squadron Leader A. S. C. MacLaren O.B.E., D.F.O.

M.O., A.F.O., is USING SHELL AVIATION SPIRIT

exclusively on his flight round the world.

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ACROSS
ATLANTIC

FLIGHT
TO
AUSTRALIA

FLIGHT
ACROSS
AFRICA

PERFORMANCE IS PROOF

THE ASIATIC PETROLEUM CO., (S.C.) LTD.

NOISY MOTORING.

HOW TO MINIMISE INDISCRIMINATE HOOTING.

Capt. E. de Normanville, writes as follows to the *Daily Chronicle*—

Agreed that it is wholly improbable you take any interest in our private family affairs—the fact still remains that we have a delicious little row on in *The Daily Chronicle* offices. You see, they've been pinching my thunder.

I hope my vernacular does not decide you as to the enormity of the offence perpetrated against my august person—and our column. But I ask you whether you would not have that "pistol" for two and coffee for one" feeling when reading the following paragraph in a column of *The Daily Chronicle* not headed Our Motor-ing Article?

This is what they wrote the other day:—"But no one seems to have thought of stopping or diminishing or qualifying the noises which have added a new horror to city life. Why, for example, should any and every kind of motor syren or hooter be permitted, when a horn can be constructed to produce a beautiful and soothing sound?"

TOO MUCH TOOTING.
Of course, if I were really as French as my name, the Editor and all the *London* writers would be figuring in the obituary column at the present time. But there's something worse than the fact that they are not. They're right—they hit the nail on the head.

Why do we permit so much indiscriminate noise from motor-tolling fiends? It done through nerves?

Whilst we do not know the cause, the fact remains that there is far too much toot-tooting, and the bulk of it is far more raucous and ear-splitting than circumstances warrant or safety demands.

Pity 'tis 'tis true—but we must again come back to the eternal "I" to deduce a moral; sorry, and all that. It is rare, then that I find it necessary to give a full blast from my electric horn—perhaps once a week, and I drive some 30 miles every day in London traffic. On all normal occasions a polite mild toned toot is adequate.

DRIVING ON THE HORN.
You remember the story of the dear Irish mother who watched her son's regiment march past and afterwards said it was a foine sight—"but, be jabbers, they were all out of step, except our Patrick."

Well, I feel something similar to that. Either all these raucous-fell blast horn blowers are wrong or I am; even though I'm not in quite such a small minority as Patrick.

But, believe me, it is not necessary to make an unholy row with the horn all the time. People who abuse the use of the warning signal are invariably poor drivers—or cads.

But make a practice of seeing how little noise you need make to secure your own and other people's safety in all normal circumstances. And when you get the chance pass the tip on to your friends. By the considerate use of the warning signal you shall know the good and considerate driver.

But as for those confreres of mine who steal my thunder—bah! I spill my ink at them.

OVERHAULING.

SEVERAL IMPORTANT POINTS.

There are several points that should not be overlooked when a motor is taken down for overhauling.

These include piston slaps and an inspection of parts such as oil lines to see that no cracks have developed during part-usage and that they are perfectly clean.

While the motor is torn down the pistons should be carefully gone over to see that the connecting rods have been properly lined up. If the rod is not in line it will show up worn spots at opposite points on the top and bottom of the pistons. Out-of-line connecting rods will cause so-called piston slaps, will increase wear on the wrist pin and connecting rod bushings, cause the motor to heat and lose power, and must be guarded against with all care possible.

Palge and Jewett motors as well as most of the other larger power plants are pressure lubricated as regards the crankshaft and connecting rod bearings. All main and crank bearings should be fitted up with at least .002 inch clearance. This adjustment is very readily made by reason of the fact that the thickness of the thin metal shims is just the same as the clearance desired.

The shims should be removed from each bearing one at a time, and the bolts drawn up tight until the difference in tension can be felt when the shaft is moved.

Most of the 002 inch thick command that the crankshaft out of the crankcase at periods varying from 400 to 1,000 miles. Our recommendation is that the mileage must not exceed 500 before changing the oil. Some car owners appear to believe that this recommendation is an effort by the oil companies to sell oil. This most certainly is not the case. With present day fuels, crankcase dilution is getting to be more and more common as a factor in engine wear. It is real economy to drain out the oil which has been contaminated in the crankcase.

In purchasing oil, do not buy one just because it is cheap. It may be the very best lubricating oil. The grade recommended by the manufacturer of your car should be used if possible.

The lubricant may be likened to a medicine. You would not think of buying a particular medicine in preference to one that had been recommended by your doctor just because it was cheaper. Oil is a very important medicine for the automobile engine.

When the motor is overhauled the valves must, of course be carefully ground and all carbon removed from the combustion chamber. It is surprising to one that has not had the experience what a big difference a small amount of carbon will make in the operation of an automobile engine on heavy grades. We know of cases from our own experience where the car would be unable to negotiate a steep grade until after a two day's accumulation of carbon had been removed. Be sure to have a clean combustion chamber before starting on your journey.

FORD AND HIS MONEY.

AN AMERICAN ARTICLE.

It must make Henry Ford dizzy when he rounds up a flock of adding machines and figures out what he is worth.

The Ford Motor Company, in its latest financial report reveals that its earnings were at least 82 million dollars during the 12 months ended Feb. 29.

This is equivalent to 4 per cent. interest on more than two billion dollars—which figure may not be far from the real total of the Ford fortune, on the basis of earning power.

Along this line, you can do some interesting figuring about yourself. Take your income for a year. Multiply it by 25, and you have the amount you are really "worth."

Income (salary, wages, etc.) is to the individual what interest is to money in the bank or invested in bonds.

For instance, a man able to earn \$4000 a year is in practically the same boat as the man with a fortune of \$100,000 earning 4 per

cent interest. (Except that one works for his money, while the other has his money work for him.)

The Ford Motor Company lists its combined assets as worth over 563 million dollars; compared with about 400 millions two years ago.

Such a sum is beyond the imagination of most of us. It is tremendously large. And yet the older John D. Rockefeller, according to some estimates, has given away nearly that much for education, science, charity and so on.

Rich men, like Ford and Rockefeller and Mellon, are unable to figure exactly what they are worth. Value based on earning power might shrink a lot, or it might expand, if the properties in which the fortune is invested were liquidated—sold.

You may have furniture that would cost \$1,000 to replace. In selling, you might have to let it go for \$500. Or, if it were old enough, antique collectors might pay \$2,000.

Frozen wealth and liquid wealth are different things. The "good-will" of the Ford Motor Company is listed in its

statement at nearly 21 million dollars. But "good-will" includes reputation, prestige and the value of the Ford name as created by advertising and business methods.

Many corporations would pay 10 times 21 millions to be able to duplicate the Ford "good-will" for their own businesses.

The utilization of eucalyptus oil as a motor fuel, has been considered both in Australia and South Africa, and tests made in Australia are said to have given the following results: 24 miles to the gallon with petrol, 28 miles with half petrol and half eucalyptus oil, and 26 miles on eucalyptus oil alone. Eucalyptus oil mixed with petrol, benzine, and alcohol, and used as a motor fuel, is said to be a valuable alternative to petrol in Australia, and is being used to a large extent in New South Wales.

THORNYCROFT

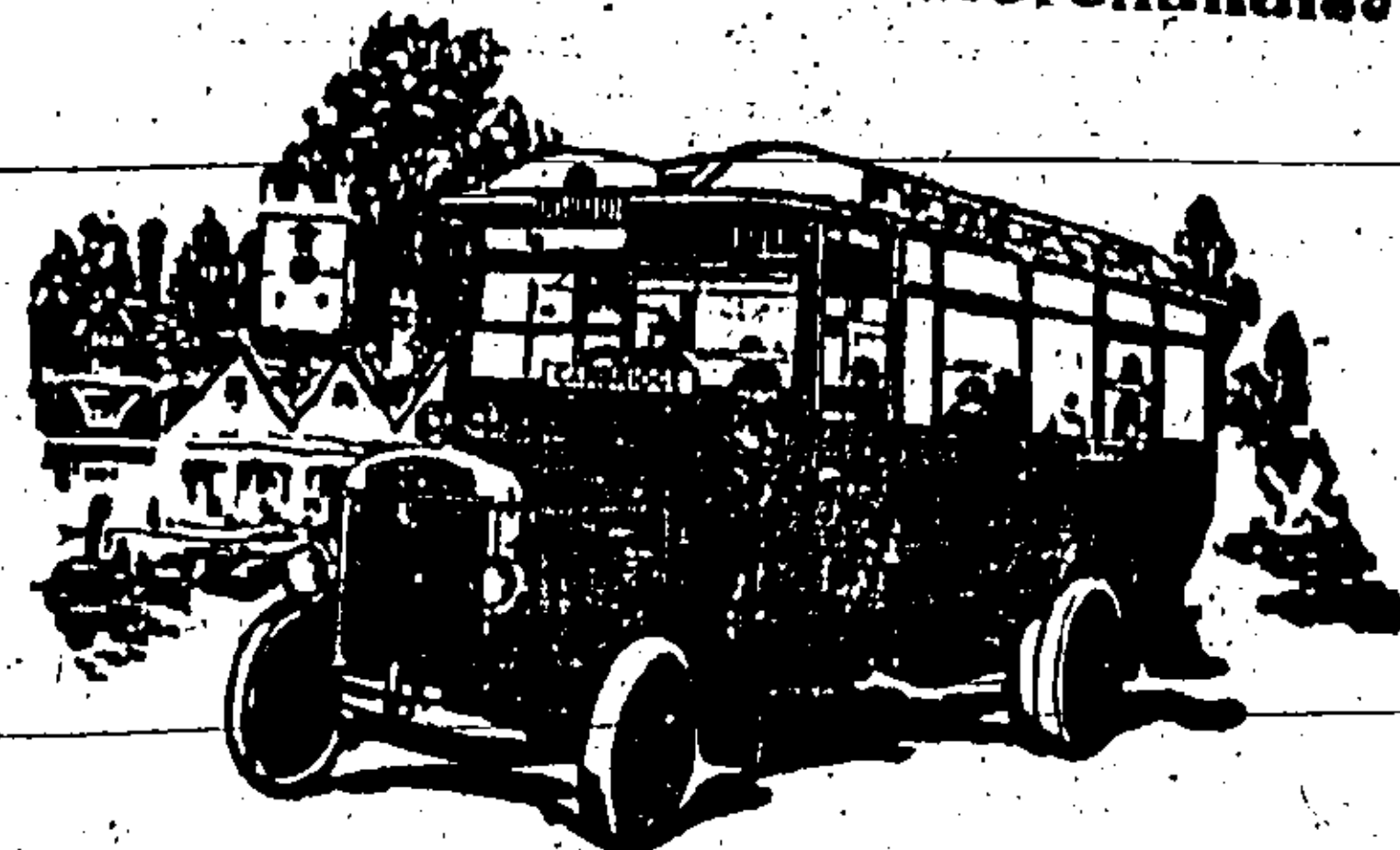
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THORNYCROFT MOTOR CARS

Four special types have recently been added to Dodge Brothers standard line of motor cars—A Touring Car, a Roadster, a Type-A Sedan, and a 4-Passenger Coupe.

These types have been created for that substantial group of motorists who favor individuality in motor car appointment and design.

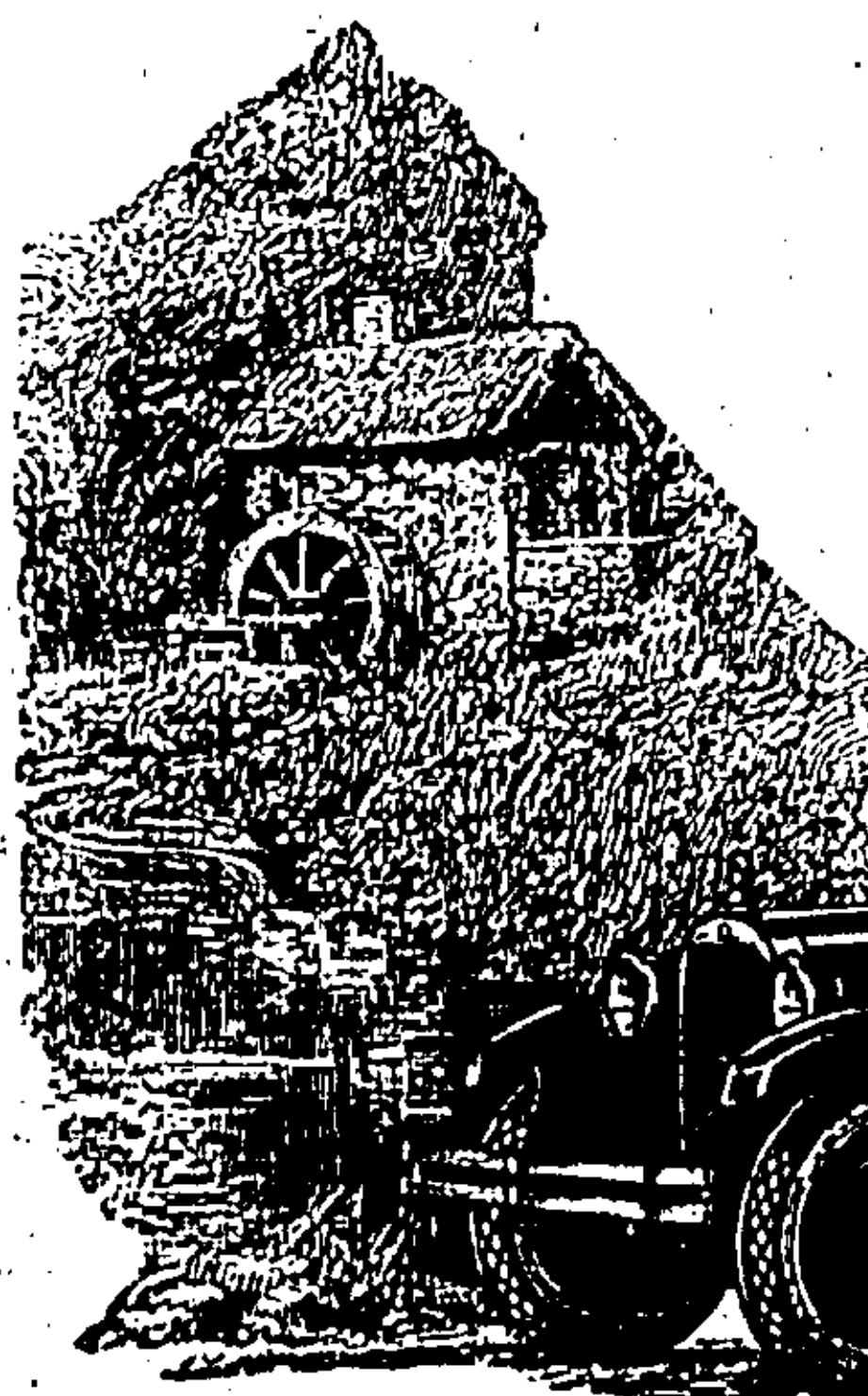
In fundamental construction they are identical with Dodge Brothers standard product. Their accentuated smartness, however, is "striking"—balancing in many elaborations of equipment and refinements of detail.

Special 6-ply, balloon-type tyres, nickel-trimmed radiator shell on touring car and roadster (optional on closed types) front and rear bumpers, motor car with lock, special blue leather upholstery (for touring car and roadster special body striping, rear view mirror, automatic windshield wiper, stiff plates, cowl lights and steel disc wheels constitute the more important items of special equipment.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 3950.

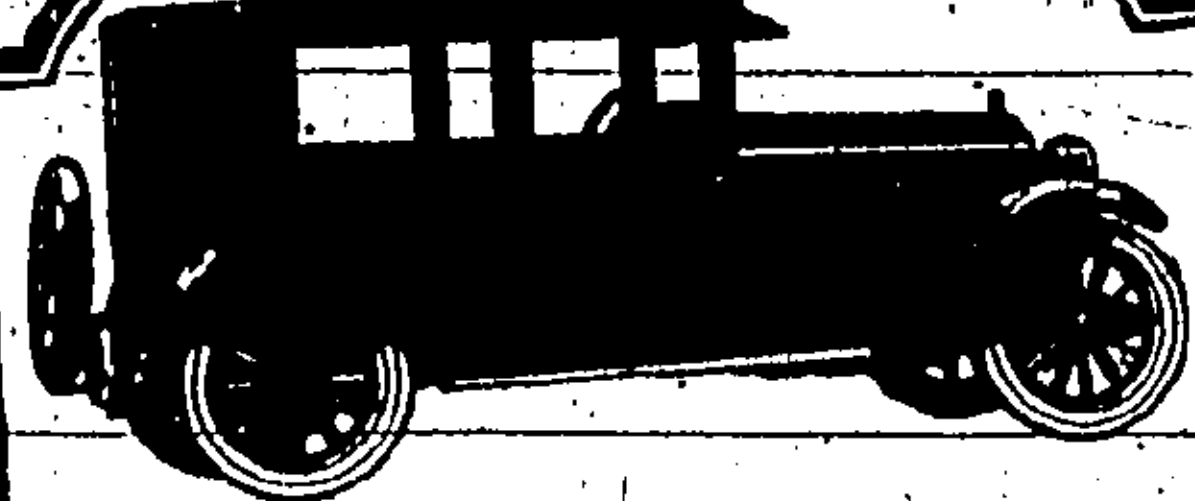
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5-passenger special roadster.....	\$2,730
5-passenger special touring.....	\$2,700
4 passenger special coupe.....	\$4,115
5-passenger special "A" sedan.....	\$4,140

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A SIX By Hudson



"The Car for Everyone"

says noted "MOTOR" authority

The New Essex possesses many qualities which I did not believe could be incorporated in a closed car at this price.

"It is a type long needed in this country. It possesses grace and beauty, can travel at sustained high speed without passenger discomfort, is surprisingly economical to operate and does not cost much to buy."

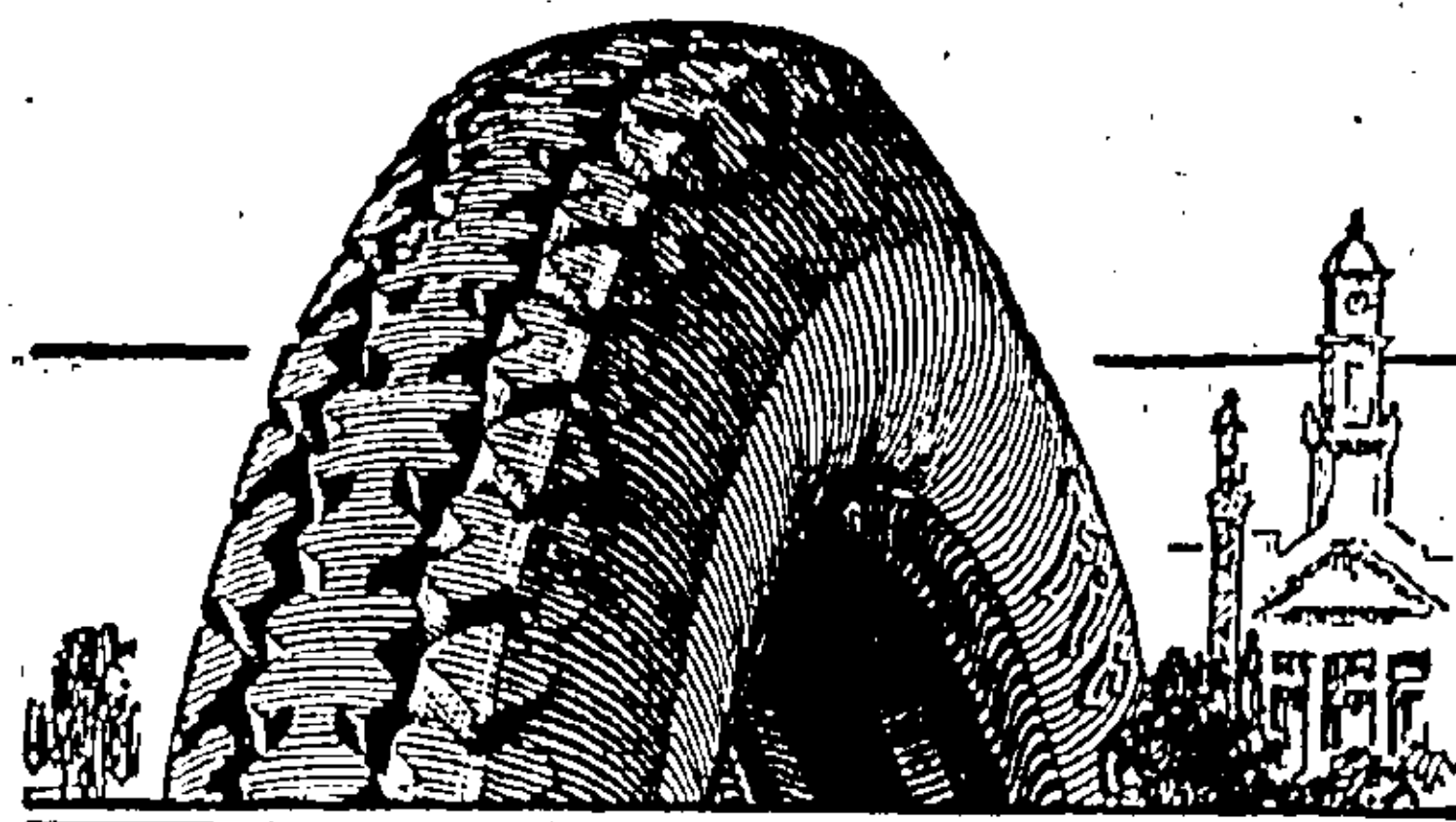
"It is unusually smooth, accelerates better than the previous Essex, which is saying a great deal, and is 'the' car for everyone."—H. A. in MOTOR.

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THE DRAGON MOTOR CAR Co., Ltd.

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Another is the sense of security which comes from the staunch resistance of the cross and square tread against skidding.

Comfort and security are definite Firestone advantages, added, always, to the economy of

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[A full range of Motor Car & Motor Cycle Tyres & Tubes carried at each of the above addresses]

TOURING TIP.
The bureau of standards at Washington says aluminum paint applied to the under side of an automobile top will reduce considerably the amount of heat absorbed from the sun and radiated on the under side. The temperature inside the car will be more nearly that found in natural shade as the car's tires.

IF THE OIL GAUGE FAILS
Failure of the oil gauge to register on many cars is due to dirt under the ball-check valve; and usually the trouble can be eliminated by washing out the case and putting in new oil. It is wise to drop a little oil on the working parts of the windshield, door locks and hinges. This will help keep out the squawks.

TYRE COVERS PAY.
Tyre covers are good investments. They not only improve a car's looks but protect the tyres against weather, and especially the sun, which deteriorates the rubber on the upper portion of the tyre, that is exposed continually. The reason that the other tyres on the car are not affected is that they are changing positions continually.

AMBITIOUS MOTORWAY SCHEME.

A £5,000,000 PROJECT.

Capt. E. de Normanville, writes to the Daily Chronicle:—

We have Napoleon's word for it that an army marches on a specific portion of its anatomy—though a Tommy I wot of said in the early days of his war training that it seemed to him more like the "hony part" of his feet.

And a nation's industrial prosperity marches on its transport facilities: so that as one form of transport becomes pre-eminent, conditions must change concurrently if one is going to keep pace with industrial development.

Continuing our highbrow deductive philosophy, it follows that as the use of motor vehicles advances in leaps and bounds—as it is now doing—it behoves us to improve road transport facilities by road development.

GETTING SOMETHING DONE.
I think it is just over 10 years since I first started the public advocacy of special roads built and reserved for motor vehicles. And now, at long last, we seem to be really getting to close grips with the problem.

I have before me a verbatim report of a deputation which has just waited on the Government asking that facilities should be granted for the passage of the Motorways Bill. The deputation

was received by the Right Hon. the Minister of Transport, Mr. Lloyd George, and the members of the Northern and Western Motorway from Coventry to Manchester, and work can be started so soon as Parliamentary sanction is obtained. When they do start, I hope they'll decide to call it the Northern-Western Motorway instead of its present name, which is somewhat of a mouthful.

WORK FOR THE WORKLESS.
This projected new road from Coventry to Manchester would link up Birmingham, Wolverhampton, Dudley, Walsall, Stafford, Stoke, Macclesfield, Stockport and other similar beauty spots of minor size.

And that is just what we want for motor traffic, whether passenger or goods—a "through ticket" and a through road from point to point.

After the splendid training I give you in this column, I'm sure your mind has jumped ahead of my pen, and you have already said, "What a fine scheme for helping the unemployed problem!" And you're quite right.

It is estimated that the cost of this motorway will exceed £5,000,000, and in such a scheme the bulk of the cost goes in wages. Its inauguration will give employment for two or three years to some 20,000 workers on the job itself—directly and indirectly—and to a nearly similar number in trades which would cater for the supply of the workers.

NEED OF SPECIAL ROADS.
One of the queries which will present itself to the mind of motorists is as to whether such special roads should be built and run by private enterprise or by the State—or public bodies such as the local authorities concerned. It would be difficult for the State to accommodate one district without being similarly generous to another with equal demands.

That would mean a complete system, involving some hundreds of millions of pounds, and as that would mean delay, it is hoped that the Government will sanction the passage of the Bill, with a clause enabling it to take over the motorway at any future time on equitable terms.

There will be no toll gates across the new motorway, but every vehicle will pay on entering or leaving—much on the principle of taking a ticket for a railway journey. No gradient will be in excess of one in 40—practically a level road all the way and 40 ft. wide.

BEFORE STARTING.

WHAT TO DO.

If your car has been in use for some months, it is as well to have a look round before starting, for anything like a long trip. You could for example refer to the book of words given you by the manufacturer, in which you shall find a chapter headed How to Get Her Properly Oiled, or words to that effect, and referring to your car as different from your wife. And you shall also see pertinent thereto a Lubrication Chart.

HAZARDOUS PEACTIEC.

"WARMING UP" CAR IN GARAGE IS DANGEROUS.

The dangerous fallacy that the atmosphere in a closed garage is safe as long as an automobile engine continues to function has been disproved by a test conducted by engineers of the interior department at the Pittsburgh experiment station of the U.S. bureau of mines.

An ordinary touring car of popular make, which is operated daily, was run into a brick garage having capacity of approximately 3000 cu. ft., a dog was placed upon the driver's seat, and the engine allowed to continue running at an idling speed, which is much slower than the average motorist would use for "warming up" purposes. The doors of the garage were closed, and after 20 min operation of the engine, the dog lost consciousness and fell to the floor of the car. An analysis of the air at this time disclosed the presence of 1.3 per cent. of carbon monoxide, which is sufficient to cause unconsciousness and death in a few minutes. The automobile engine was allowed to run until it stopped for lack of air, which occurred at the end of two hours, when the percentage of carbon monoxide present in the garage atmosphere was indicated at 21 per cent. an almost instantaneous fatal amount.

The engine functioned six times as long as the dog retained consciousness, proving conclusively that the continued operation of the engine in a closed garage will continue to function long after the operator has lost consciousness. This experiment was conducted in a garage several times as large as the average one car garage and it is safe to assume that a dangerous concentration of carbon monoxide would result in a 1-car garage in less than half the time recorded in this experiment. In other words, the dog would have lost consciousness in about 10 min. after the starting of the engine, which would have continued running for about one hour.

The U. S. bureau of mines calls attention to the great danger of anyone entering a closed garage for the purpose of shutting off a running engine. This frequently happens on occasions when a motorist starts his engine and leaves it running while he returns to the house for something he has forgotten. It is quite certain under such conditions that dangerous concentration of carbon monoxide will occur in a very short time if the garage is closed and when the motorist returns he is likely to encounter an atmosphere sufficiently charged with carbon monoxide to render him unconscious in 2 or 3 min. and to cause his death if he is not promptly rescued.

In spite of repeated warnings issued by the bureau of mines and the national safety council, the American newspapers continue to report deaths caused by the operation of automobile engines in closed garages. Carbon monoxide is given off by an automobile engine at all times and is extremely poisonous. When it is necessary to warm up the engine or to make adjustments with the engine running, all of the doors and windows of the garage should be open, or better still, the car should be driven into the open air where the poisonous gases given off are quickly dissipated.

grease gun. When you have got the gun primed, you start the chase and pump a load of grease into every container you can spot.

The usual number on the average car appears to be 999—but do as many as you can before your strength fails, knowing that your attentions will be repaid with genuine gratitude from the chassis, and that your trip will be less equally and less aqueaky.

Then you have, no doubt, heard that there are some brakes on your car—so remember that it is always preferable to adjust them before their falling efficiency leads to an accident. On most cars this adjustment is very easy theoretically—but don't be daunted; you can generally manage to do it in practice as well. The correct phrase when barking your knuckles over this job is "Confound it!"

There is also a petrol filter on your car. When it is partially choked the flow of petrol to the carburettor is often so sluggish that you wonder why "She doesn't seem to pull too well to-day?" It's the carburettor pulling too much against the water and other impurities in the strainer. Remove the strainer.

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THE LATEST MODEL.

AN A.I. PERFECT MACHINE.

It was "Series 3" Neracars that won 1st, 2nd, 3rd, and team prizes in the National SIX DAYS Trial; that won the run from Reading to Pittsburg and return, Pennsylvania State Championship, and won the Pennsylvania State 24 Hour Endurance Trials and the Reliability and Endurance Tests in Holland and Italy. All mountainous routes.

A dandy, little machine, capable of BIG PERFORMANCES. Keeps rider clean. Simple, easy to handle. 200 miles for \$1.00 of fuel. Ride all seasons, any weather.

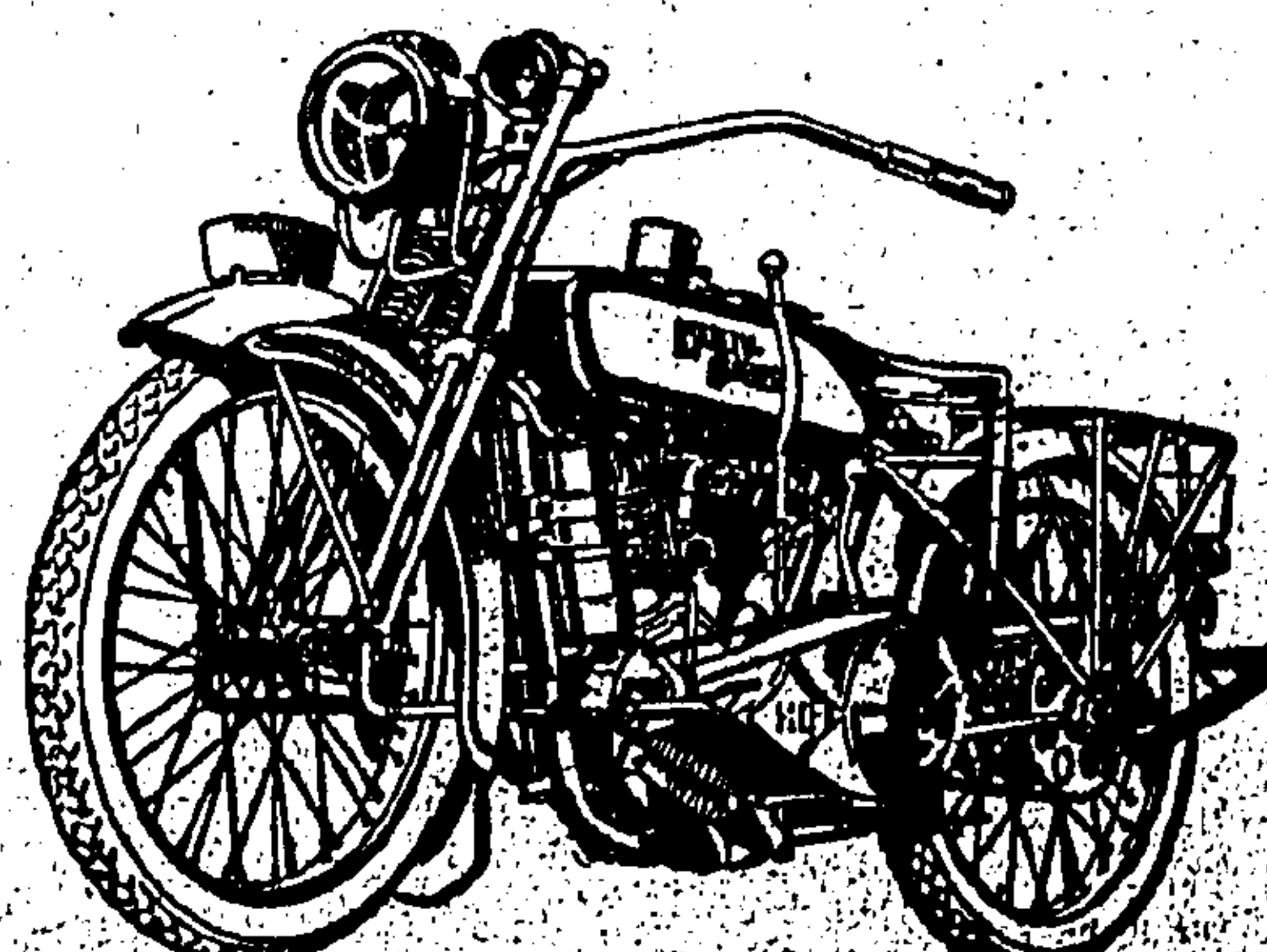
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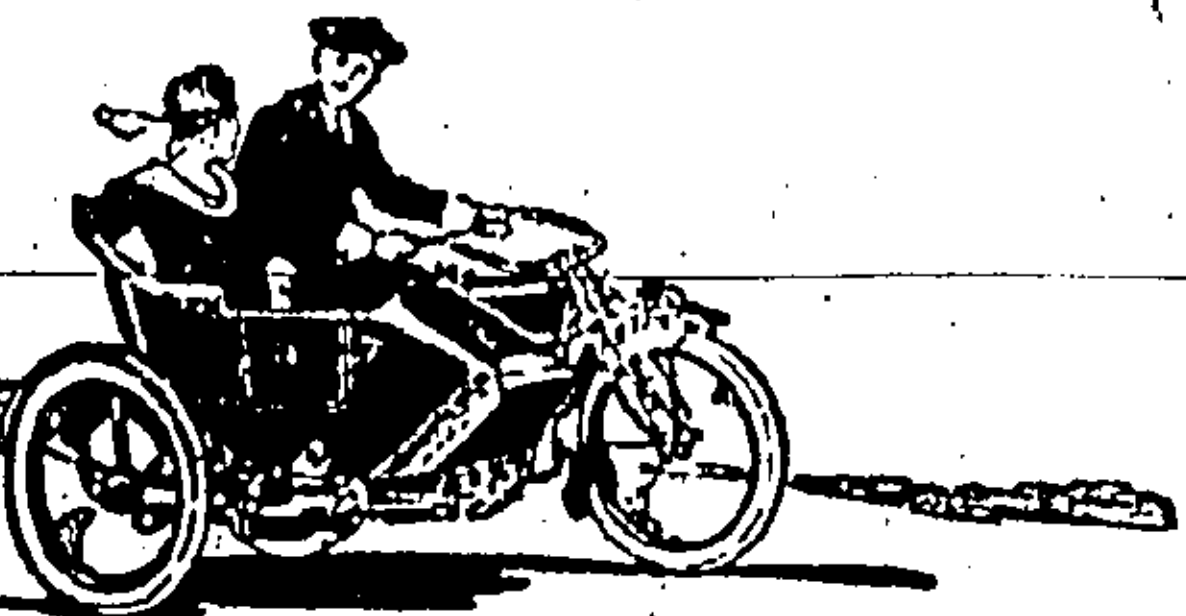
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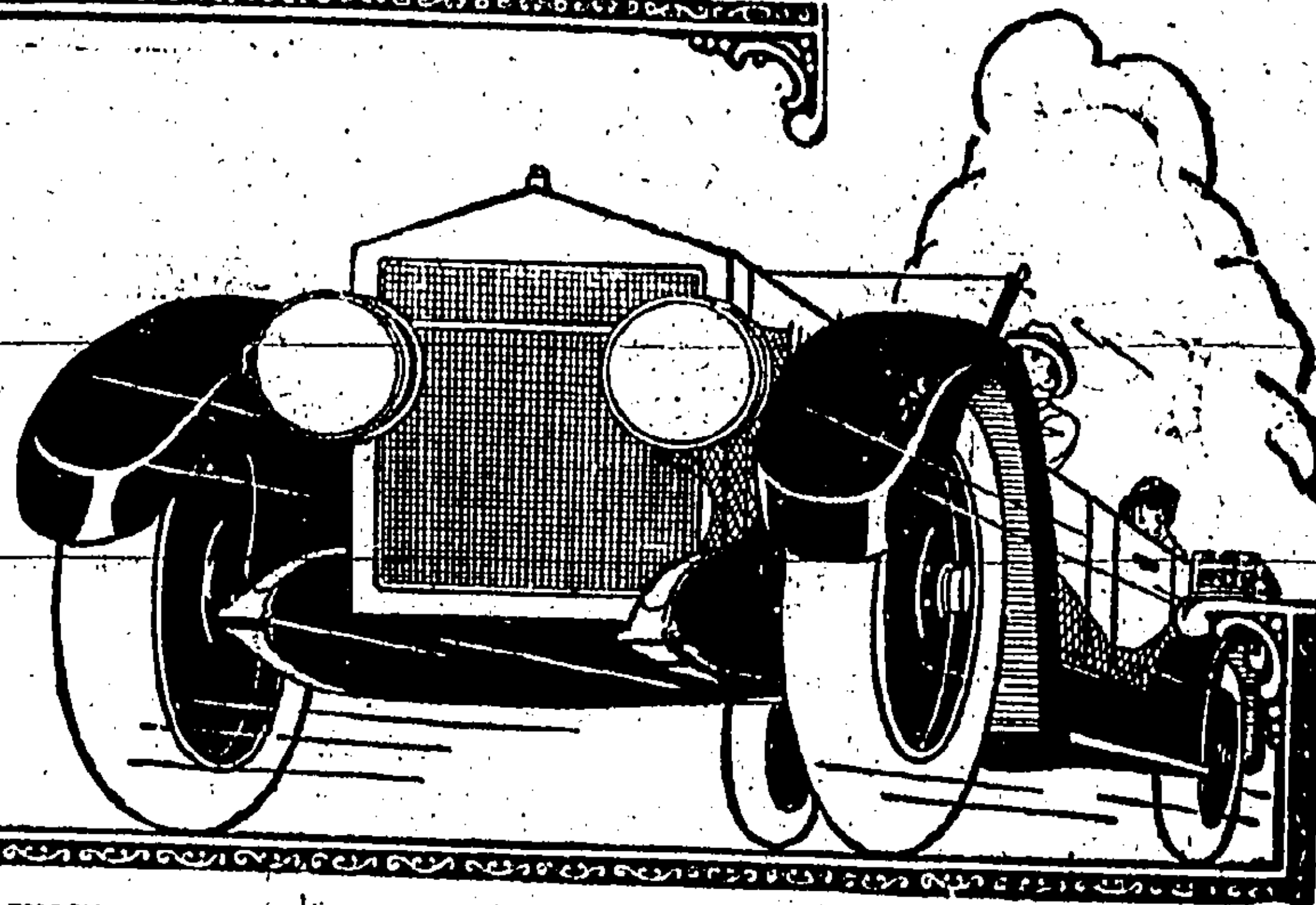
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MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, the 2nd. August, 1924

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

During the hearing of a case on Tuesday, in which a motor car owner in Kowloon was summoned for leaving his car in a public road unattended all night, it was pointed out by the defendant that the new Traffic Regulations did not specifically state that a car could not be parked in Kowloon during night-time. Hongkong was not mentioned, but it is known that have looked through the Regulations and find that this is so, in fact we find that, apart from a short list of places where motor cars and motor cycles are allowed to stand, Kowloon has not been given very much attention so far as the Regulations are concerned. Kowloon is destined to grow apace, as everybody admits, and the traffic problem on the Peninsula is already one of considerable importance and interest. It is to be hoped that Kowloon will not be overlooked and that very clear regulations will, from time to time, be formulated, so as to avoid in the future misunderstandings such as that revealed by the case under notice. It ought to be clearly laid down where cars can or cannot be parked, either by night or by day.

Whilst on the subject of Kowloon, it is reasonable to hope that something will be done to afford better protection to the large number of motor cycles stored every day at the "Star" ferry wharf. A Police Court case this week brought a complaint from a motor cyclist that while he was in Hongkong his cycle had been interfered with and that his lamps had been put out of order. Cases have occurred of motor cycles being taken away by strangers from the stand for the purpose of joy-riding whilst their owners are at work on the other side of the harbour. The Ferry Company which has thoughtfully provided accommodation, cannot in any way be held responsible for what happens to the machines, but the policeman on duty at the spot might keep a guardian eye on them and question the right of anyone seen tampering with the cycles. Owners themselves should make sure that their machines are locked or in some way put out of use, for it should be remembered that they have a duty as well as the police.

The first shipment of the Special type of Dodge touring cars is due to arrive in the Colony by the s.s. President Garfield on Monday, and will mark another departure in the local motoring world. These five-passenger touring cars are fitted with balloon type tyres and will be the first cars so fitted to arrive here. In other ways the cars are "specials" and will doubtless be inspected with interest by all who have learned to associate the name "Dodge" with quality.

The famous B.S.A. motor cycles are now being imported into Hongkong by the Sincore Company, and there is in stock at the present moment one of the 2 1/2 h.p. models. Although B.S.A. motor cycles have been in the forefront for years, the 2 1/2 h.p. model was not produced until November, 1922, since when it has literally leapt into fame by reason of its records in the Scottish Six Days' Trials and the International Trials in Sweden in 1923. It is a "go anywhere" mount, fast and light. The engine

has been further improved this year and is now fitted with an aluminium alloy piston. The price at which the model complete with acetylene lamp is being offered is \$475.

In the annual report of the Hon. C.S.P. for 1923, which has just been issued, it is shown that motor drivers' licences and 210 were passed. There were 209 motor car accidents last year, of which 24 were fatal. The number of motor drivers licensed was 1,184, whilst 475 licences were issued to motor cycle drivers. The number of cars licensed was 796 (254 livery and 542 private), whilst 405 motor cycles were licensed.

By the retirement of Mr. L. M. Xavier, A.M.I.C.E., after 37 years service with the P.W.D., there has passed out of official life a public servant who had much to do with the road improvements of this Colony. He was, at various times, personally connected with the construction of the road round the island, from Aberdeen to Shaaukiwan, and if for no other reason than that he helped to give Hongkong this splendid scenic road, which has opened up the south side of the island, all local motorists will join with others in wishing Mr. Xavier health and happiness in his retirement.

The new official handbook of the Hongkong Automobile Association has just been published and is now being circulated to members. We are asked to state that any member who has not yet received a copy should call at the office of Mr. P. M. Hodgson, Union Insurance Society of Canton, Ltd., and obtain one. The handbook is extremely well produced and contains not only much of interest on Association matters, but also the latest traffic regulations and many useful hints and articles on motoring generally.

The Asiatic Motor for July has been received by the local Association and copies are now being distributed to all members.

The following have joined the Association since the publication of the last list:—

William G. Routley,
Li Sing,
Miss Ross Lau,
P. C. Li,
Yat Fung Chau.

Adjustable footrests pivoting from a point behind the gear box and thus providing a more rearward position for the feet have now been fitted to the 3 1/2 h.p. Triumph. In addition to this a modified form of semi-sports handle-bar can be fitted, and the combination of these two features provides a very much more comfortable riding position. In a recent road test by The Motor Cycle of this Triumph model, the two points in question were almost the only criticisms made of the machine. Now that these have been altered the small Triumph model may be considered a most perfect piece of work. In addition to these alterations the Triumph Co. have decided to list the machine with or without electric lighting—at £269 and £284 respectively.

SUMMER TIME MOTORING.

HINTS FOR HOT WEATHER.

Hesitation is necessary before one begins to talk of hot weather motoring, writes a Home motor expert, lest the mention of the subject should involve the cessation of the weather and cause "unsettled conditions" to become settled.

But the sun is still shining in the sky, and we have had a few days when its heat has been felt. And when the sun is shining, it gives voice to them in a different way.

One of these ways is to spoil the suspension of an ordinarily well-sprung car. To appreciate this apparent phenomenon it is necessary to understand how small a variation in tyre pressure can make or mar the suspension. You can have the tyres, so pumped that the riding qualities of the car are A1, and a few extra pumps full of air will make her ride as hard as board.

EFFECTS OF TEMPERATURES. In this deliciously variable climate of ours, where "summer has once again set in with its usual severity," you may readily find a temperature variation of 20 or even 30 deg. as between one day and another, and much more in readings taken in lack of sun one day and brilliant sunshine the next.

And, as you know (I put it that way in case any of you don't) air expands about 33 per cent. of its volume between the freezing point and boiling points of water—i.e., between 32 deg. and 212 deg. F.

Of course, I'm not suggesting that even our climate will give you such variations as that—there would be a lot of burst tyres if it did, and Dunlops would be paying the sun a big retainer! But the proportion holds good, and a normally wild temperature variation as existed under in "this blessed land" is quite sufficient to turn comfortable riding into the board-like bumps of too tight tyres. And the moral is obvious.

OVERCOMING THE TROUBLES. If in very hot weather you find your car "uncomfortably hard," don't blame the springs or the cushions—but remember our good friend King Sol. It is he who is probably to blame.

Just let a little air out of each tyre. Take off the dust cap, unscrew the little valve cap, and press down the little bit of wire you will then see (the end of the valve) with your finger, and allow some air to escape for a few seconds.

And your engine may exhibit overheating tendencies in very hot weather. Try summer grade oil if you have not already got it. Try some anti-fur dope in the radiator to cleanse the system.

And if the overheating symptoms are chronic (I use the word "chronic" in its real meaning as different from the slang interpretation), you can often effect a cure on some cars by having the fan blades carefully bent to a bigger angle.

The squarer the blades to the face of the radiator, the less the air drawn through—and the more air, drawn through the radiator, the cooler the water. Rather brainy that last bit, isn't it? How does he do it.

A tappet with too little clearance will mean a burned valve. When a valve does not seat properly the burning gas vapor strikes both sides of it, and it cannot long endure this without damage.

THE SUPERCHARGER.

NOT FOR ORDINARY MOTORISTS.

An invention that has proved a marvellous success in automobile engineering, but which may never be of use to the average driver, is the super-charger.

This device forces air and gas into the cylinders of an engine when it is running at such high speed that it actually sucks the air into the cylinders. The suction stroke is so short that not enough gas and air can be fed into the engine to keep it at its highest efficiency. As a result the compression of the engine is reduced more than a third.

KEEPS SPEED UP.

The super-charger, worked by a chain and cam arrangement from the front of the engine, and connected to the intake manifold, takes the air and gas and forces enough into the cylinders, during the short suction stroke, to keep the fast running engine at its highest efficiency.

At the Memorial Day races recently, the super-charger proved itself. With the piston displacement reduced to 122 cubic inches, it came into greater need than ever before. It kept the cars using it at their highest speed when otherwise they might have been slowed down considerably.

That is fine for racers and aviators. But the regular driver goes an average of from 20 to 25 miles an hour. And when he hits it up to 45 he's watching for cops.

NOT PERFECTED.

Even at that rate, the super-charger isn't needed. And many a powerful car, without this device, can reach a consistent speed of 60 miles an hour.

The Duesenberg, which won the race, had such a device attached to the engine. There is a blower arrangement on it which forces the air into the manifold under a pressure of about two to two and a half atmospheres at the same time that the gas is drawn into the cylinders through the carburetor.

Considerable experimental work still has to be done with the super-charger, but whatever will be accomplished will have little to do with perfection of the automobile for the average driver.

AN ENGLISH THOROUGHBREED.

THE GWYNNE "EIGHT."

An experience of driving the Gwynne "8"—the winner of The Daily Chronicle 250 guinea cup for the best performance irrespective of class in the recent R.A.C. Small Car Trials, leads to a correspondent of that paper to wonder how many "eights" there are.

Seriously, though, the power available without fuss or unduly skilful driving from this tiny engine is amazing. The car will emulate the performance of most good "fifteens" so far as average speed and top-speed hill climbing are concerned on a long run, and, of course, the petrol consumption is absurdly economical.

The standard car, without special tuning, is good for some 55 miles an hour and from 40 to 50 miles a gallon, and its normal "country cruising speed" is rather over than under 30 miles an hour. At 40 m.p.h. and upwards the car is thoroughly comfortable, and is under perfect control at any speed. Its taxation rating is only £8, and I should judge that the tale of economy is completed by a remarkably low tyre bill since weight distribution and general chassis proportion must be good to give such comfortable and efficient running.

The point that impressed me most was that, unlike most much larger small cars, the necessity to "keep her roving" is not painfully apparent. The engine has a knack of hanging on to top speed at quite low engine revolutions, and even though it might be possible to race up a given hill at 30 m.p.h. on second speed, the ascent can be made gently and quietly at 20 on top without the slightest tendency to labour.

The design is thoroughly up to date, with overhead valves, h.t. magneto, and electric lighting and starting, while the all-weather equipment is essentially practical, with rigid side screens that can be used either with or without the hood.

London is considering the standardizing motor horns.

Drain the crankcase often to keep undiluted oil in it.

ON STOPPING.

Facts About Speed.

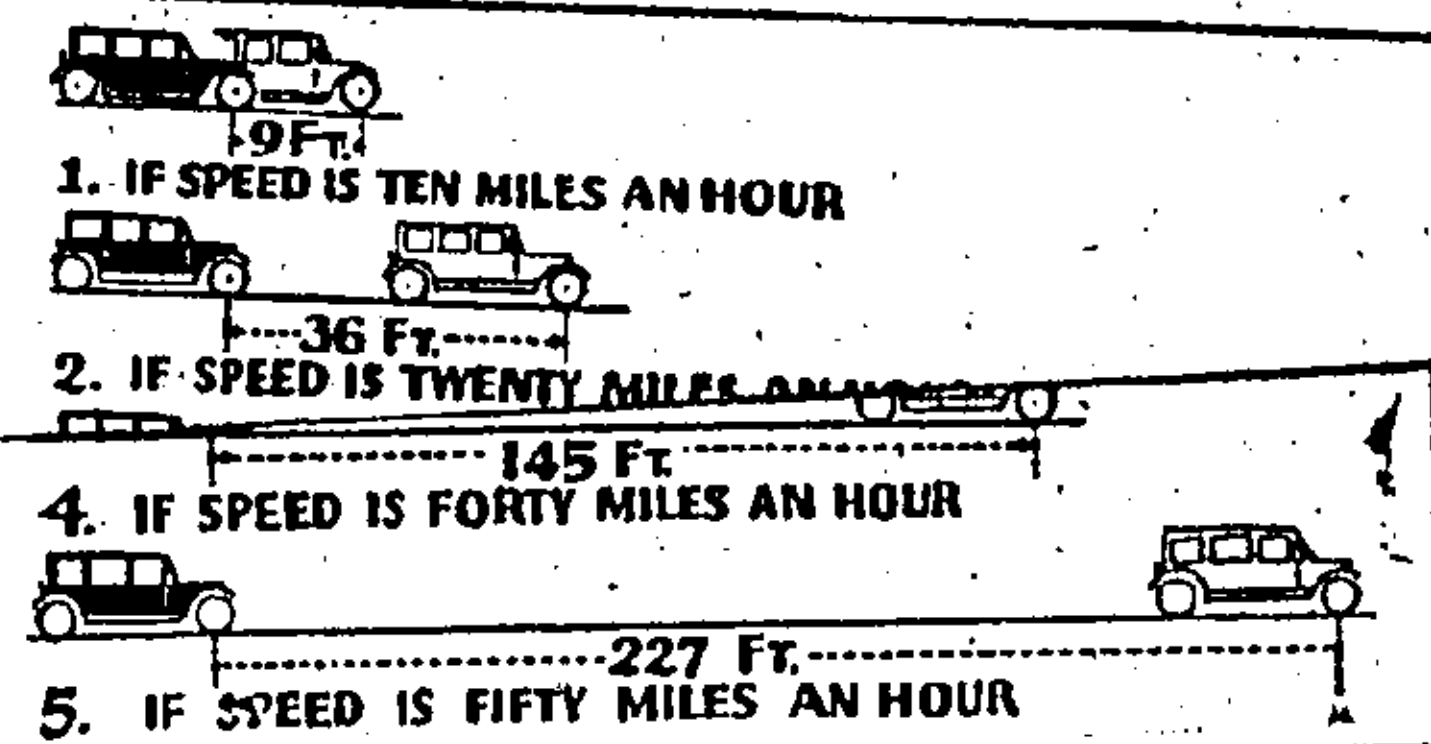


Diagram showing shortest distances at which an automobile with two brakes can be stopped when going at certain speeds.

Judgment of motorists generally is bad.

Only a scattered few know when to apply their brakes, and under what pressure, to stop before reaching a specified point. And even less can figure correctly the speed to which they can pick up within a certain limit of time or distance.

For proof of these assertions the Interstate Commerce Commission has issued Accident Bulletin No. 87, covering largely railroad accidents, but including in it crossing accidents where motorists are mostly concerned.

According to this report, which covers 1922, the latest year for which there are complete returns, 122 persons were killed and 911 others injured as a result of vehicles running into the sides of passenger trains!

DRIVERS TO BLAME.

Most of these "freak" accidents may be blamed to:

1. Trying to beat the train to the crossing, and
2. Poor judgment.

Motorists who try to speed up before the train "gets there," forget the important consideration that they can't reach the car as fast with a full car as they could without an extra passenger.

The pickup is much slower.

And once started, with a full car, drivers forget that they can't

stop so easily. In fact, speed is even a more important consideration in stopping.

The belief might prevail that the difficulty in stopping a car increases more in proportion to the speed. The fact is, other things being equal, it increases with the square of the speed.

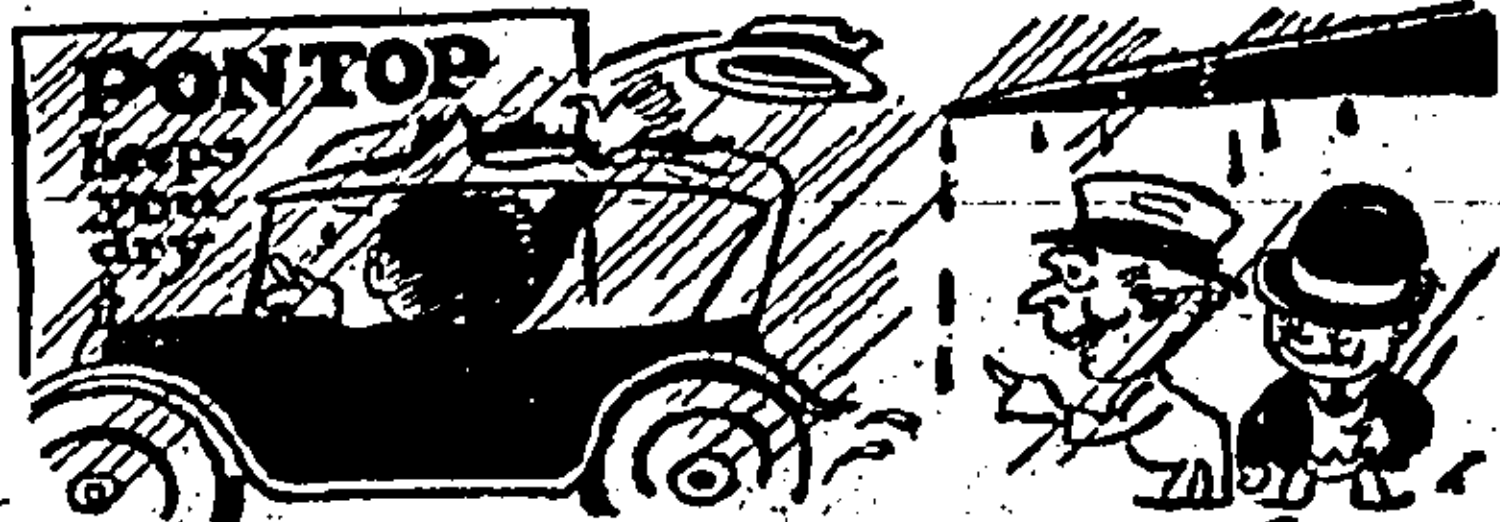
NO SUDDEN STOP.

Besides speed, momentum, or the weight behind the car, decelerity and condition of the road have much to do with the stopping of a car.

No matter how hard the brakes are applied, even if the wheels are locked, the car's momentum, increasing with the speed, is going to push it along until it comes to a definite halt.

The shortest distance at which a car, with two brakes, can stop on a good, level, non-slippery road, is shown in the accompanying diagram. But it takes more than speed to determine the distance at which a car can be stopped effectively. Three other essentials must be considered. They are:

1. Brakes must be in perfect condition.
2. The driver's judgment of distance and time must be accurate.
3. Variance in weight and momentum of the car must be considered.



"Looks like a good opening for a top maker!"

YOU may not lose your hat but you will lose your pride through a torn top! What's the use when we can build you a tight, trim new one for about the cost of a spare tire? Building tops is a profession with us. We guarantee expert designing, skilled tailoring and the best covering material.



There's a style and finish to our tops. WE KNOW HOW. Prices are reasonable. It's a pleasure to estimate.

The DRAGON MOTOR CAR Co., Ltd.
Telephone Central 3930.
88, Wong Nai Chung Road, Happy Valley.

LET'S TALK TOP



Pessimistic Bachelor: "His number's up, poor devil."

SPRUE or PSILOSIS and 'Yadil' Antiseptic

Of all the diseases occurring specially in hot climates, one of those which have most obstinately resisted every treatment has hitherto been that known as sprue or psilosis. But the large number of medical and other reports received during the last seven years show that my antiseptic, 'Yadil,' has been used with the utmost success in the treatment of this disorder, and that sprue need no longer be classed among incurable diseases.

THE explanation of the success of 'Yadil' in sprue as in other diseases is simple. 'Yadil' is the fulfilment of Lord Lister's vision of an antiseptic which could be taken into the human system, there to destroy bacterial infection, while leaving the tissues and organs of the body unharmed.

'YADIL' can be swallowed with perfect safety by everyone, from infancy to old age. It is of purely vegetable origin and contains absolutely no animal or mineral matter. The active principle of 'Yadil' is natural essential oil of garlic, but, unlike all other garlic substances, it never imparts the slightest odour or taint to the breath or body. On the contrary, by its powerful antiseptic action it purifies and sweetens them. It destroys bacterial infection in every part of the human body. The one common cause of most of

our so-called diseases is thus removed and restoration to health naturally follows.

BESIDES its great success in curing sprue, 'Yadil' has for seven years been used by thousands of doctors and sufferers throughout the world in malaria, cholera, typhus, dengue, blackwater fever, diarrhoea, dysentery, plague, pneumonia, influenza, etc. The reports received leave no possible doubt as to its wonderful curative powers.

THE YADIL BOOK, 288 pages, cloth bound, sums up the results of seven years' medical experience of 'Yadil.' It gives simple directions, based on medical reports, for the treatment of some 200 disorders. Everyone, everywhere, should have a copy always at hand for reference in emergency. Sent, post-free, to any address on receipt of two shillings and sixpence, or you can get it through your chemist.

ASK your chemist also for 'Yadil' Antiseptic. If he has not got it in stock, he can easily get it through his London Buyers.

Alfred Clement

'Yadil' Antiseptic is prepared exclusively by Clement & Johnson Limited 19 Sicilian Avenue London England, and is supplied to Chemists in the Far East through London Buyers only. The following are approximate prices:

Liquid ... 2 oz.	1.25	6 oz.	3.00	Pint ... 5.50	Quart ... 10.00
Pink ... 50	1.25	150	2.00	500	5.50
Ointment ... 1 oz.	.75	4 oz.	2.25	Pastilles (for the Voice) per tin	1.00
Lubricant (for the Skin) ...	2 oz.	1.00		Powder (for the Toilet) per tin	1.00

The word 'YADIL' is registered

Pronounce it YAH-dil. W.B.P.

Order Gas Fires Now.

It is very usual to leave ordering Gas Fires until Winter arrives, then everybody wants them fixed at once, vexatious delays inevitably occur through congestion of orders and the work has to be done more hurriedly than is desirable.

To obviate this trouble the Company has decided to replace the present rates of hiring gas fires namely \$1.00 per month, by an annual charge of \$5.00 payable in advance. This means that the hiring fees are entirely unaffected by the time of the year at which the apparatus is installed. The installation fee of \$5.00 remains unchanged.

We have a large variety of gas fires in stock and advise you to call at Lane, Crawfords' or our West Point Showrooms and make your selection now.

HONGKONG & CHINA GAS Co., Ltd.

RADIO NOTES AND NEWS.

The Wireless "Beam."

The successful transmission of wireless messages from Poldhu to Buenos Aires, is of particular interest, as this is the first occasion on which the directional or so-called "beam" method has been applied to the transmission of signals between two widely separated continents. In the experiments carried out a few weeks ago between Cornwall and Australasia the directional method was not employed, and the messages were therefore broadcast to the world, and, in fact, were received in Canada.

In this instance the directional method was used, and it is the more interesting that it should have proved successful in view of the criticism that has often been made in respect to the directional system. This criticism may briefly be summed up in the statement that a "beam" in the truly directional manner, such as is projected by a searchlight, must of necessity be at a tangent to the curved surface of the earth, and would therefore become imperceptible at a range of more than 15 or 20 miles.

The recent experiments have indicated that the theory put forward many years ago by the early investigators of wireless waves that the wave follows the curve of the earth, may thus to a great extent be considered as vindicated. Actually the effect of applying directional methods to wireless may very fairly be compared to that of fitting blinkers to a traffic-hy horse. The animal can still see all that is necessary in a vertical plane, but any exciting events that may occur on his near or off-side do not disturb him for the simple reason that he is quite unconscious of them.

Full use was not made in the latest experiments of the means that are now available, and it is therefore not possible to predict at the moment what further economies may be effected by this method of concentration of the power emitted by an aerial. It is now possible to focus a "beam" of wireless in any selected direction and thus avoid, to a great extent, the dissipation of the energy generated at the transmitting station.

CONCENTRATION AND REFLECTION.

It is, moreover, possible to concentrate the received energy at the far end and thus to reproduce the old experiment, illustrated in numerous text books of the two observers with open umbrellas listening to the ticking of each others watches. In these cases, the umbrellas behave as concave mirrors, reflecting the sound to a definite point. Such is the ultimate aim of the present experiments in directional wireless. At the Poldhu end a "reflector" was used, but no similar apparatus was employed in Buenos Aires to concentrate the waves received. The "reflectors" used in wireless in no way resemble the highly polished optical mirrors associated with searchlights. They consist of a curved screen of vertical wires, and it is in the design of the screen and the arrangement of its focus that the skill of the wireless expert is exerted to the full. A short wave-length has been chosen for various specific reasons, and until it is decided to reveal the actual wave-length, no very good purpose would be served by speculating on the reasons that decided the length. It may, however, be assumed that it will be less than half of that now used for broadcasting purposes.

The length of the vertical wires that compose the reflector bears a definite relation to the wave-length sent out by the station, and it is obvious that a station can be so designed that the reflecting screen can be erected in such a manner that it can revolve about the source of power or can be set up for continual transmission in a particular direction.

In non-technical language, such reflectors resemble more nearly a parrot's cage cut in halves through its suspending ring than any familiar optical instrument.

WORSHIP BY RADIO

Should Service Be Broadcast?

"If anyone in strong health thinks that by sitting at his fireside, placing receivers on his head and listening-in to service he is discharging his duty of corporate worship he imagines a vain thing."—Rev. B. H. Haywood, Vicar of Canada.

Though the broadcasting of church services has come to stay, a doubt appears to have arisen among church people as to the virtue of worship by wireless.

Is a broadcast service merely a curiosity of which listeners will soon tire? Does it do any good?

Below are four characteristic comments obtained by the Daily Chronicle.

Canon J. B. Haldane, Precentor of Southwark Cathedral:—

There is no harm done that I am aware of. It does not make the slightest difference to the number of people who come to church.

For sick people it is useful and comforting. But I think healthy people miss something if they listen-in instead of going to church.

It is like eaves-dropping—overhearing something which one ought not to overhear. One should personally take part in the service.

Special music has been broadcast from the Cathedral on Saturday afternoons, and I would not have it otherwise, as we are always overcrowded, and have often to turn people away.

The music is of the highest nature, and I am glad to know that a great unseen congregation can hear it, even though they do not have an opportunity of putting something into the collection to help us to pay for this expensive item of church work.

REV. W. E. BLOSS, ST. THOMAS'S STEPNEY:—

I think the broadcast services do a certain amount of good to invalids and people who never come to a service. There are individuals to whom the fireside is more than the church, but the man or woman with a sincere desire to worship comes to church. The people who listen to the broadcast service—and there are a great number around here—are not keen church people.

Rev. W. Fernington-Bickford, St. Clement Danes:—

We have the electrophone installed in our church, through which services are broadcast by telephone.

There are plenty of people who cannot go to church and are inclined to listen, but I do not think the whole of the service should be broadcast; the address and the music, perhaps, but not the more essential worship.

It is inconceivable to me that the Communion Service should be broadcast.

People can worship only when gathered together. The presence of other people and the atmosphere of the Church counts for a good deal.

Rev. F. W. Boyd, St. Saviour's, Pimlico:—

I am in favour of broadcasting services. Broadcasting makes no difference to church attendance.

I should, of course, draw the line at broadcasting the Sacraments.

All the clergymen approached cordially approved of the services broadcast from St. Martin's, London.

To clear away possible misunderstanding it should be stated that there has been no proposal to broadcast Sacramental services in this country, although a marriage service has been wirelessed in America.

OPERA FROM NO. 11.

Sunday Innovation By Mr. Clynes.

By order of one Labour Cabinet Minister the wooden barriers of Downing-street were recently removed. By order of another a barrier of convention in Downing-street was recently broken down. Sunday opera has been installed at No. 11, the official residence of the Lord Privy Seal, Mr. J. R. Clynes.

Mr. Clynes invited 200 guests, including members of the Royal Family, the Prime Minister and his daughter, Miss Isabel Mac-

Donald, and members of all recent political parties, to a concert on a recent Sunday night by the principals of the British National Opera Company, now playing at His Majesty's Theatre.

In accordance with the precedent established by the Labour party, evening dress was optional, and lounge suits were quite in order. The concert was held in the big drawing-room on the first floor.

The concert was broadcast by the British Broadcasting Company, who fixed a microphone in the drawing-room, connected by a land-line to their studio in Savoy-hill, from which transmission took place.

Mr. J. H. Clynes, jun. who helped to organise the concert, told a Press representative that the object was to encourage British opera and the employment of British artists.

DEATH FROM ANAESTHETIC.

No fewer than 73 deaths in three years from the use of anaesthetics have been recorded by the American Medical Association. Of these 26 were due to cocaine, four each to bromine, and apothosin, and one or two each to alykin, stavaine and novocaine. In nearly all cases unnecessarily large doses were the cause of accident, and the most important treatment in over-dose is artificial respiration.

Just unpacked a consignment of the latest Summer Frocks

AND Hats

From Paris

at moderate prices
Inspection cordially invited.

Les Elegances de Paris,
No. 8, Queen's Road Central.

HALL'S DISTEMPER The KING of Water Paints

It's Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.

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Write for our Brochure on "How to decorate your Home" to

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Every package of Chesterfields contains twenty delicious cigarettes—each one firm, fresh and full of delightful taste and aroma.

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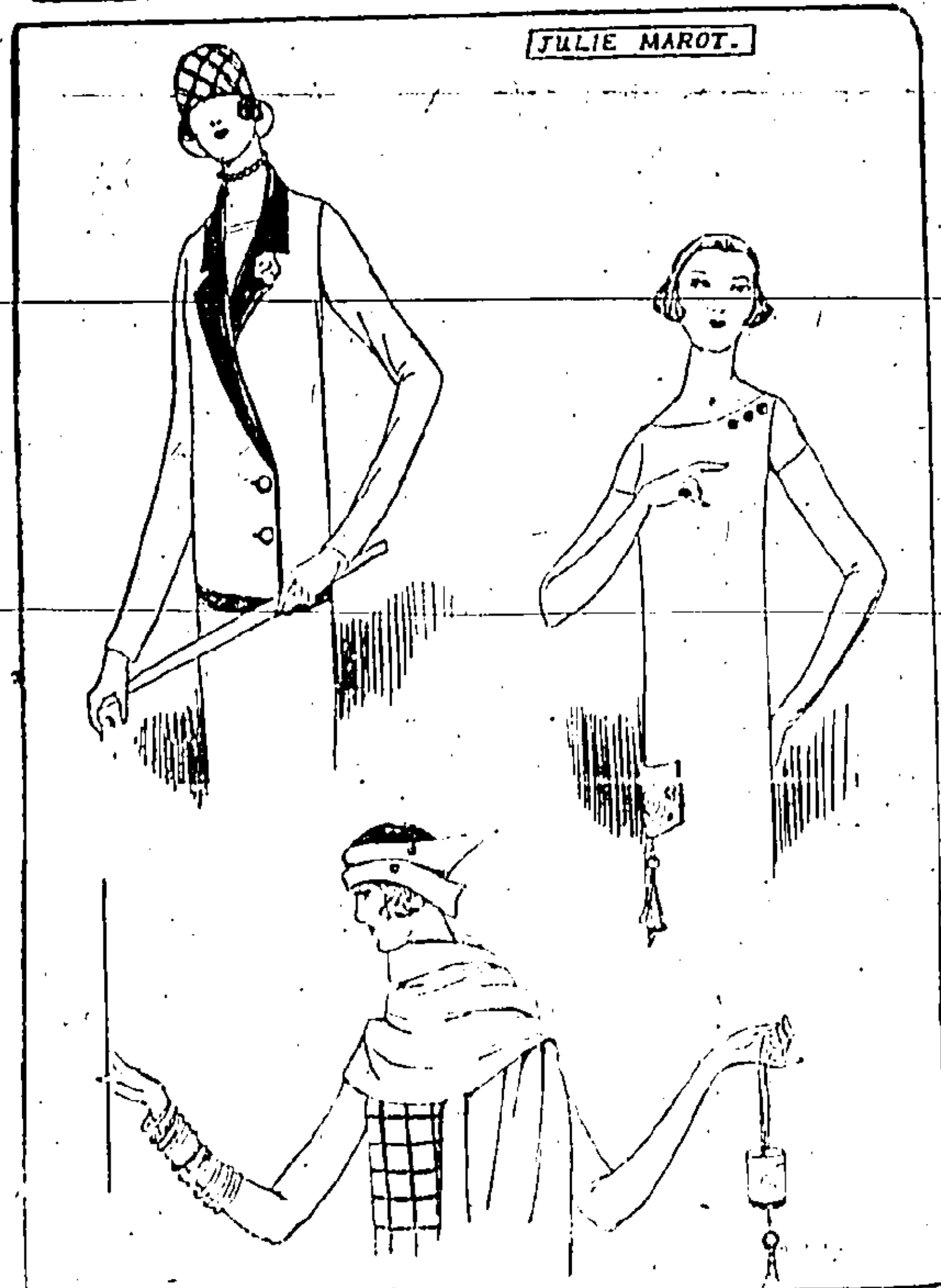
CIGARETTES

They Satisfy millions!

LACTOGEN
FOR YOUR
BABY

WOMEN'S INTERESTS

LACTOGEN
FOR YOUR
BABY



Fashion's latest whim in Paris, is a string of pearls fitting tightly round the neck.

To wear your brooch on the left side almost on the shoulder is now the correct thing, and a ring to match should be worn on the right hand, effecting a good balance.

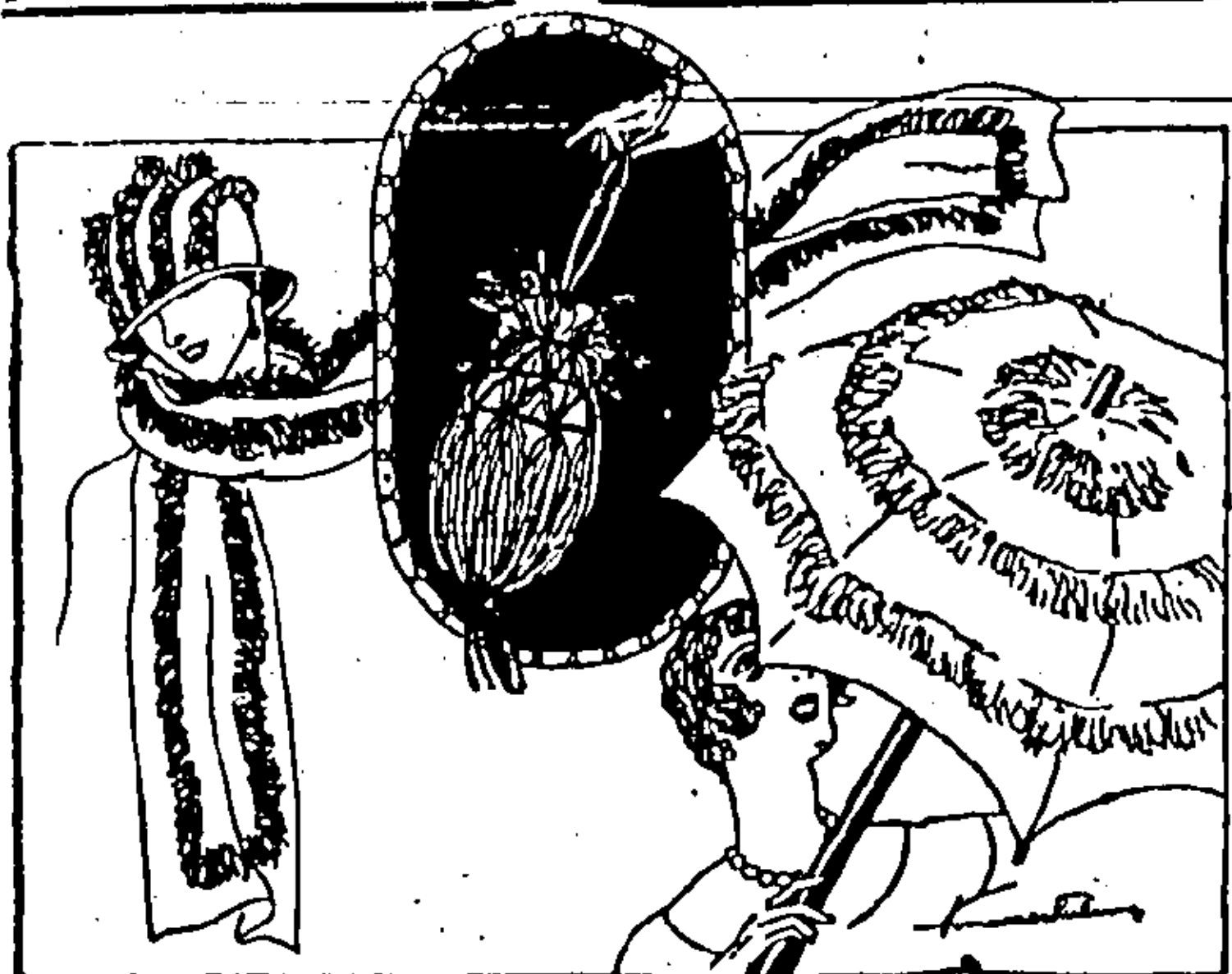
The double-headed pin has quite ousted the arrow, and there is a great art in placing this at a becoming angle in the hat. A number of bracelets of thin spun glass in varied shades are worn to tone with the dress.

THE CHARM OF THE "BOB"

To have the hair shingled is so modern that one would come to the belief that it is new. And many must think that it is the corollary of the "bob," which, of course, is by no means new, though it is the fashion of the moment. And a very becoming style for the face that is piquant and the manner that is vivacious. It does not seem that one is the relation of the other. Bobbed hair has a look probably Egyptian, and is a reminder of the doll-like little women in Hans Andersen.

Straight cut bobs in a gingham dress are familiar enough in any Victorian album of family portraits, most with wasp-ringed stockings that were really horrid. Those were severe "bobs," strict and formal, as when a basin is put on the head and scissors ruthlessly applied. Bobbed hair suggests a whimsical demure and that is as we know it to-day; mischievousness in short curls. The more bob, with a straightness that is geometrical, is for those who practise high art and live in Chelsea. But bobbed hair, wavy and wayward, is an enchantment.

SOME NEW FASHIONS.



Shown are, hat and scarf of white crepe de chine trimmed with black feathers—a clever bag of white silk enclosed in yellow ostrich and headed with crystal and a parasol, jade green fringes and all.

THE NEW CRETONNE COATS.

Of all the present fashions, the new little cretonne coats are having the greatest success. They are short, loose and straight, and the pattern is outlined in silk, and here and there in metal embroidery thread. They are often finished by a collar and cuffs made of half a dozen rows of piping; this is carried out in silk of the colour predominant in the cretonne. The piping also appears round the hips, and the same silk is used as a lining. These coats are exceedingly gay and pretty and the very thing needed to slip over the sleeveless summer frocks.

Choose a pattern with several colours, and you will find it will suit any self-coloured frock. You will find a pattern with a pull-on hat.

BANGLE-TRIMMED HATS.

When women are tired of wearing their bangs on their arms they can use them as trimming for their hats and still be in the fashion.

On some tiny bowler hats in Manila straw, newly arrived from Paris, one had a slave bangle of jade set flat against the crown and held in place by corded silk ribbons threaded through it.

Another had a band of ribbon on which a number of spun glass bangles had been threaded. They stood out from the crown like a halo of coloured rays.

MOODS AND MODES OF EVE.

BOUDOIR AND BOULEVARD.

[BY "JOAN."]

Those of us who like to decorate ourselves at all hours and to be constantly "dressing up," will welcome the fact that we can now obtain "jewellery" to wear on the beach or in the sea. This is made of rubber and is quite artistic. A striking bathing-suit model of black stockinette with facings of jade green was seen the other day with a set of "jewels" to match—all rubber.

IN THE SUNSHINE.

The latest sunshades are made in coloured silk as plain as an umbrella, their sole decoration consisting of the bright plumage of a bird its head forming the ferrule and its wings, body and tail stretched out flat over the top.

NARROW LACE EDGING AS TRIMMING.

There are some beautiful summer frocks on show in the shops at the moment. I have seen nothing prettier than a dainty model in white organdie and the skirt was decorated with sections of minute pin tucks arranged perpendicularly, the intervening spaces filled in with faint rose silk embroideries edged with narrow ruchings of fine lace. The same decoration was carried out in strip form over the shoulders and the baby sleeves were also decorated in the same manner. There was not a single hem anywhere on the frock. The whole was bound in pale rose organdie (where necessary) and the frock was worn over a pale rose silk under-frock.

WITHOUT HEMS.

One very conspicuous similarity in all the latest and most expensive models, both tailor-made and for evening and day wear, is the absence of hems. Everything is bound either with braid, galon, contrasting material or silk. The bottoms of frocks, sleeves, neck openings, frills and flounces are all treated in the same manner, and exceedingly dainty they look. It is in these little details that the difference between the expensive model and the "ordinary" frock lies, and the woman who is used to playing her needle will find no difficulty in falling in with Fashion's dictates on these lines.

LAST YEAR'S, THIS YEAR.

Don't forget that you can make your last year's summer frock equal to any Paris model if you put a foot deep plain band round the hem. Have this of the same colour as the ground-work of your frock and also make cuffs and collar of the same material. If your frock fastens at the side, extend the height of the band for a few inches on the upper side of the front width and decorate this with a row of buttons covered in plain material of the same tone as the predominant shade in the body of the frock. I am, of course, presuming that your frock is made of variegated material. Your belt and the ribbon that ties your collar should be of the same colour as the buttons.

NOVELTIES.

The latest handle design for dumpy umbrellas or parasols includes a long tassel topped by a quaintly-carved and painted wooden doll. Only the upper part of the body is shown, so the tassel looks exactly like a long fringed skirt for the little figure.

Another popular handle is exactly like that of a spade, and can be had in every kind of wood stained or enamelled a vivid colour.

It is used with a plain silk umbrella or a very gay parasol, and is extremely comfortable to hold. But why did no one think of it for the old-length entout-eas, which did give some support walking or standing?

POWDER PUFFS.

If the puff that fits your very best powder bowl has become soiled, there is no need to go to the expense of buying a new one. Swindlers can now be bought in different sizes, squares and it is an easy matter to recover your old puff with one of these pieces. Cut exactly the right size, they can be hemmed on to the silk of the puff without turnings, the "fluff" hiding the stitching.

DELIGHTFULLY COOL.



Very wide armholes distinguish this frock that is made of sheer French voile, embroidered with a large white dot. The armholes are of white organdie, which are attached to the frock with entre-deux.

A new shade of red that is very smart in connection with white or black or combinations of black and white is called lobster and is just the tint of the well-cooked animal.



Three pretty frocks. Left, dressy white organdie and lace. Centre, white georgette crepe. Right, another frock of white lace-trimmed organdie.

THIS WEEK'S RECIPE.

BANANA MOUSSE.

Required: 6 bananas, 1 lemon jelly packet, 1 gill of cream.

Make a packet 1 jelly according to the directions, adding 2 sheets of gelatine and a spoonful of sugar, and, if possible, a spoonful of sherry. Peel the bananas and rub them through a sieve. When the jelly is cold and nearly setting, stir it into the banana pulp, and whisk until white. Add the cream, whipped, sweetened, and flavoured with vanilla, and whisk until the mixture is stiff and frothy. Put into a glass dish, and, if liked, garnish with halved glace cherries.

PENDANT WATCHES.

The decorative watch is, of course, the one that appears to be something else as useful. An ingenious combination of time-piece and neck ornament is to be found in the Rue de la Paix jewellers' shops. The watch is encased, face downwards, in a sphere of enamel, and hangs about the neck on a thin black cord, a red, a black, or a blue pendant, adorning the blouse front. It gives no indication of its usefulness till the fair wearer tilts it to regard the face. The tiny dial is about half an inch across, but it tells the time correctly, if the watch is kept in proper order.

DIAMOND STUDDED WEDDING RINGS.

The wedding ring is, in a manner of speaking, a classic

design. However, some of the Paris jewellers have bethought themselves of making wedding rings of platinum, very narrow, and studding them around the whole circumference with tiny diamonds. This is the form of wedding ring that all French brides are wearing.

A PARISIAN WHIM.

Soon at the races recently a fair Parisienne was carrying a long, tapering stick of yellow wood capped with gold. It accompanied a long-line beltless coat of beige kasha hommed with a wide band of uncurled lamb, and finished with a long scarf with a cut-out monogram decorating the ends.

White organdie is used to border the full skirt of a blue crepe frock that is embroidered in white and red.

ORIGINAL BEAUTY COMPETITION.



They've had contests for the most beautiful backs, arms, legs, feet, hair, etc.—and now comes the modest eyelash before the public eye. Alma Bennett, famed beauty, shows the champion eyelash.

FASHIONS IN PEARLS.

The latest jewellery ensemble is composed of pearl earrings and a pearl-set ring. The pryer the pearls, the smarter they are considered.

Various forms of earrings are chosen. Some women set large, round pearls close against the lobes of the ears; others hang long pear-shaped pearls so long that the pendant pearls nearly touch the shoulders.

A fortune in pearls and a triumph of smartness are represented by a set on view in one of the world-famed Rue de la Paix jewellers' shops. This consists of a pair of pear-shaped earrings, slightly irregular in form, but large as small plums; one is dark grey, the other a light, greenish grey.

Asymmetric earrings are another of the novelties of the season, and one member of the "Smart Set" of Paris has made herself notable by wearing only one earring.

By the way, though not speaking of bangles, the latest novelty is the bangle-bracelet, showing ten thin silver bangles attached to a silver medallion, bearing the name of one of the French cities.

FROM UTAH!



A PAGE FOR THE KIDDIES.

SALESMAN SAM



Sam Acts Very Unladylike

BY SWAN

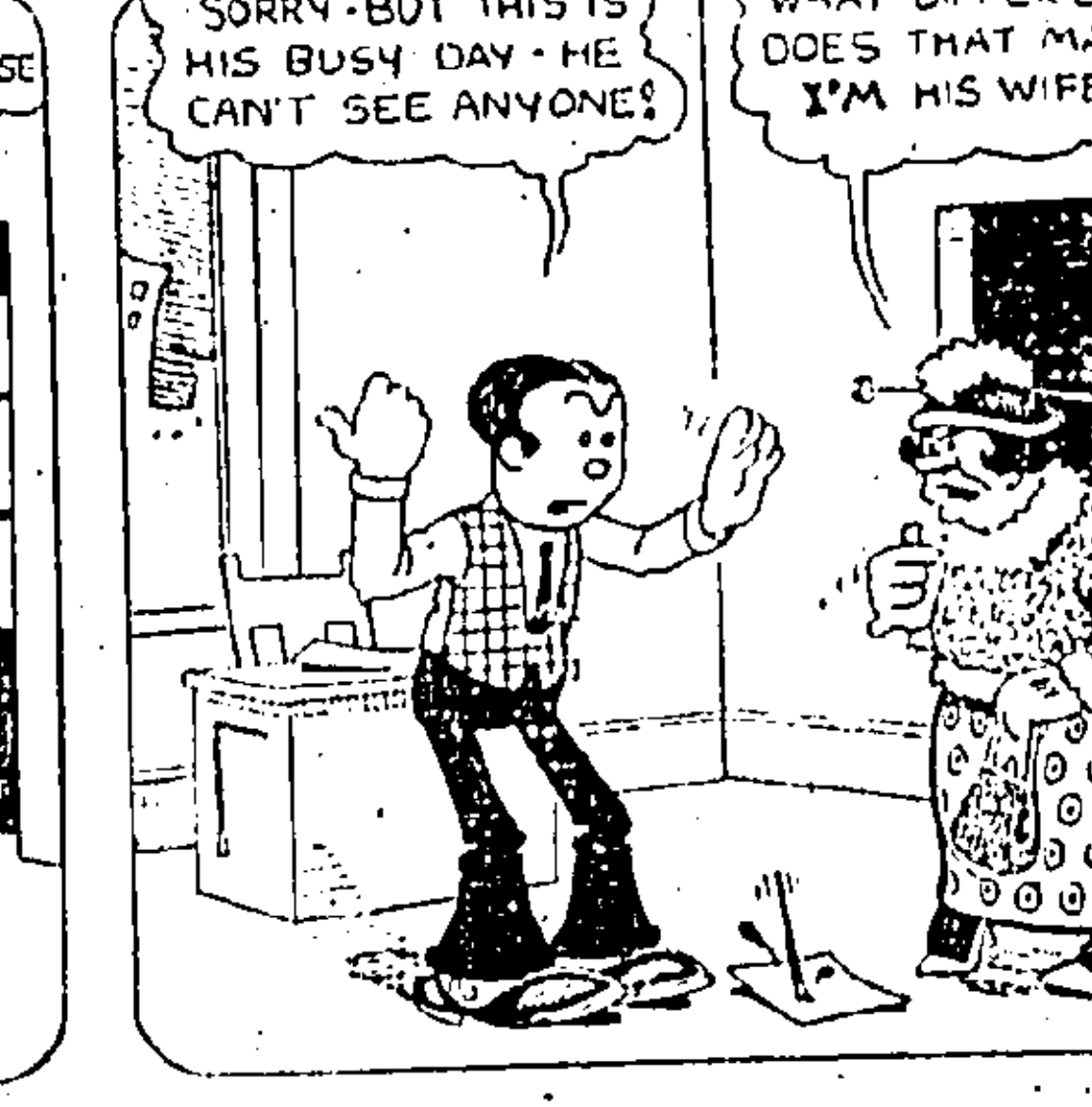
UNIBOND TYPEWRITERS
PRICE - H. K. \$112.50 NET.

Weight
In Case
5 3/4 Lbs.

Minimum Weight
Maximum Service.

PORTABLE MODEL!
Sole Agents
DODWELL & CO., LTD.
Queen's Bldgs. Phone. C. 1030.

MOM'N POP



Orders Are Orders

Taylor

BOOTS AND HER BUDDIES

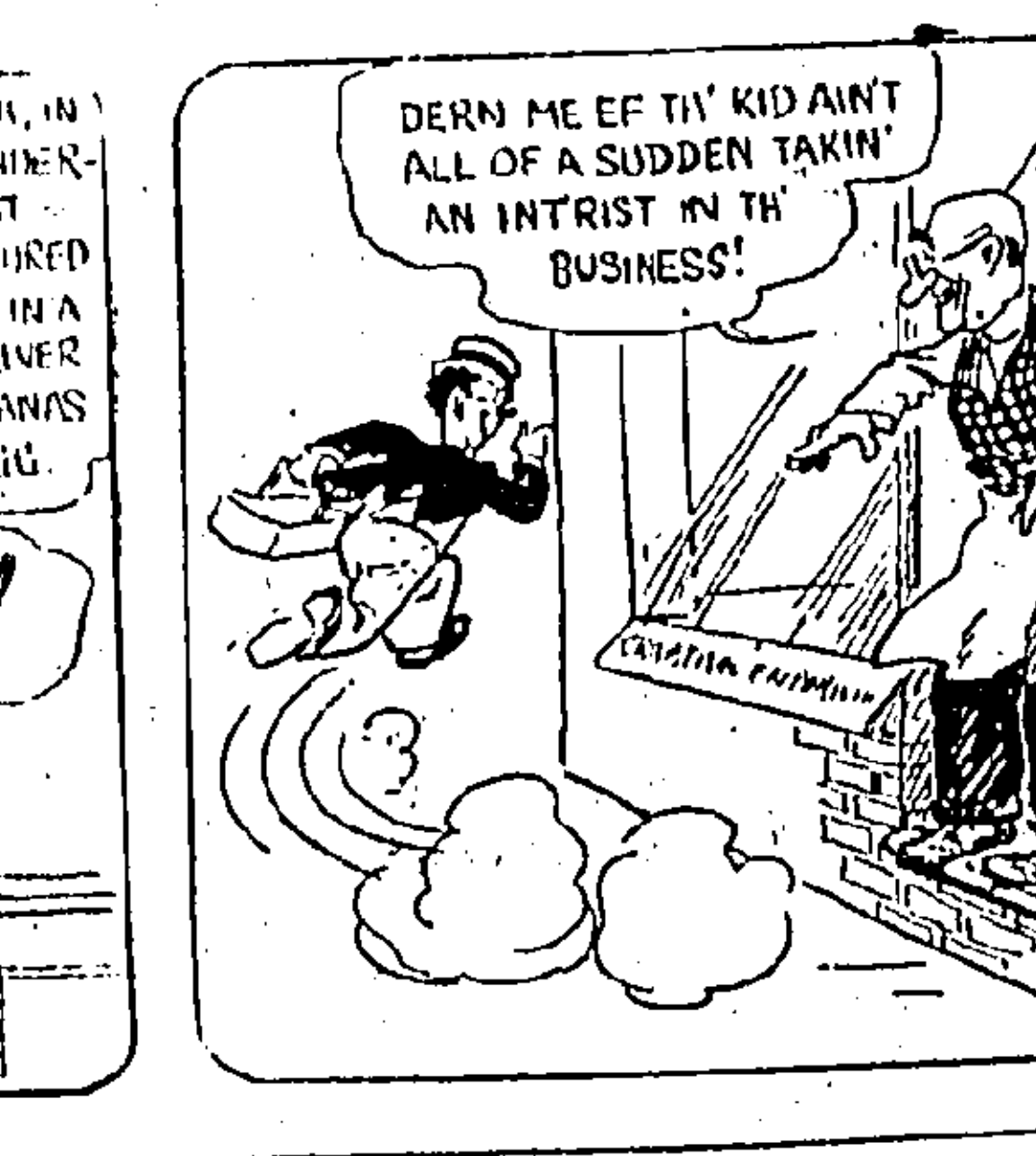
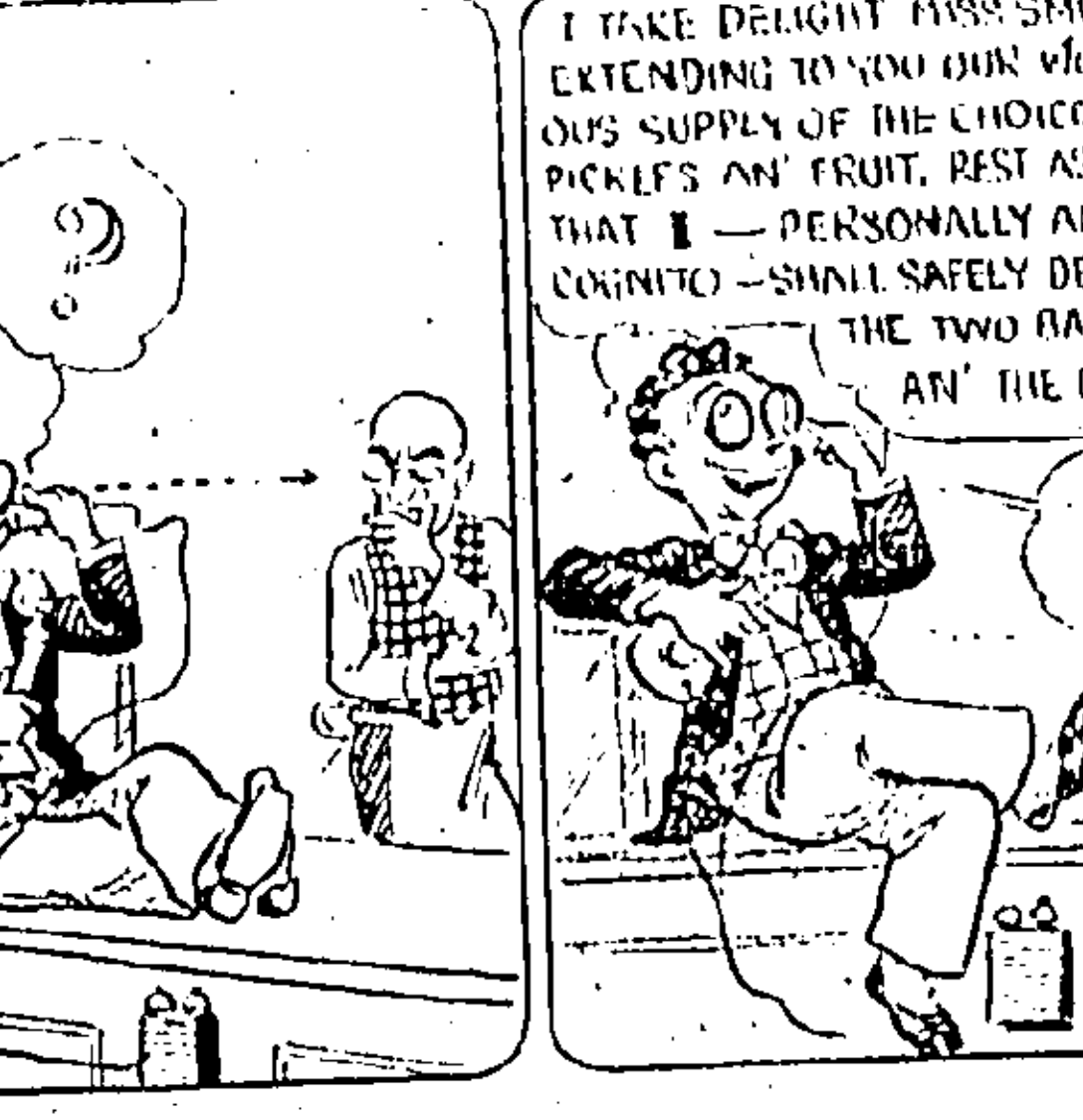
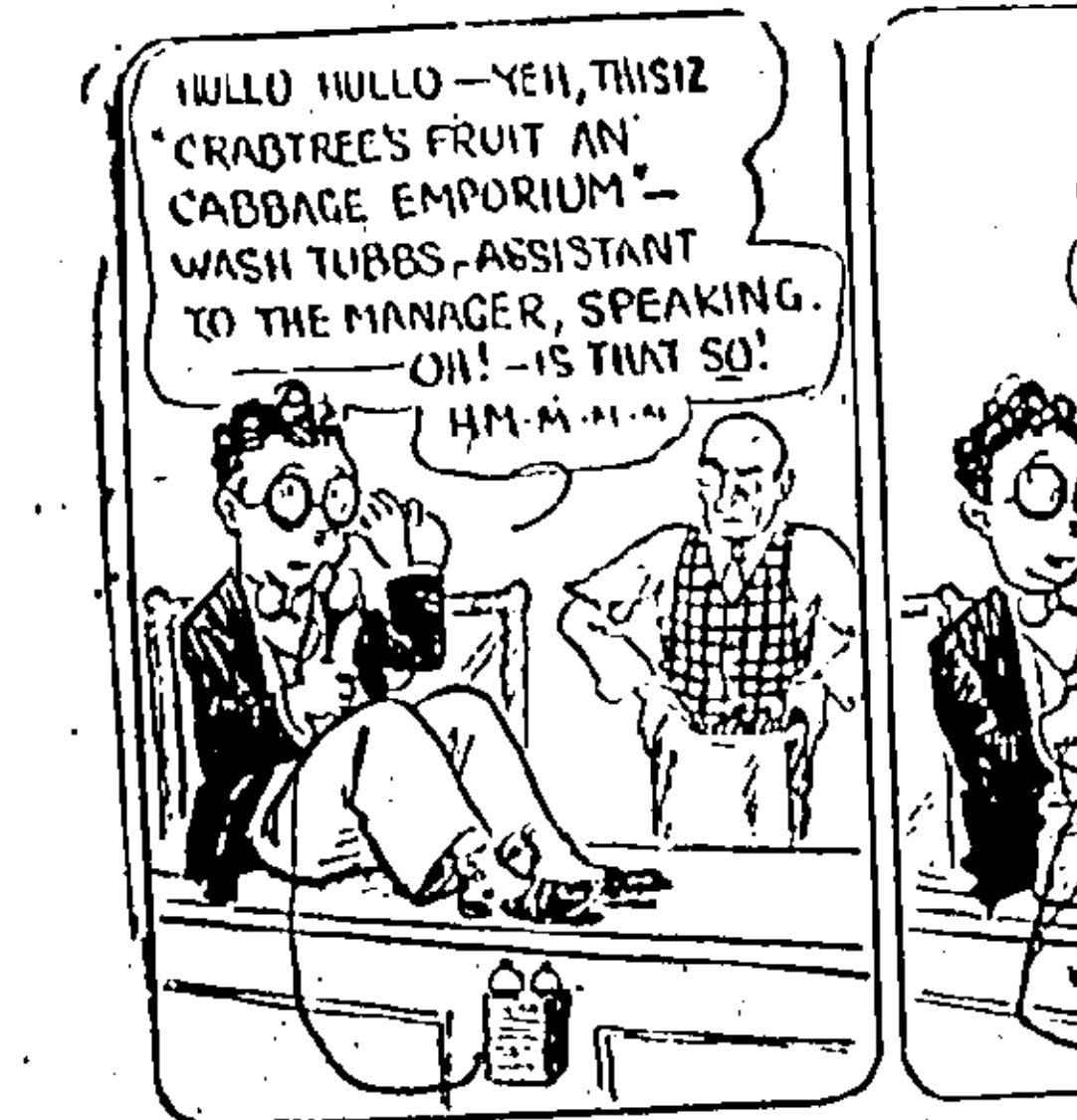


Tough Luck, Eph!



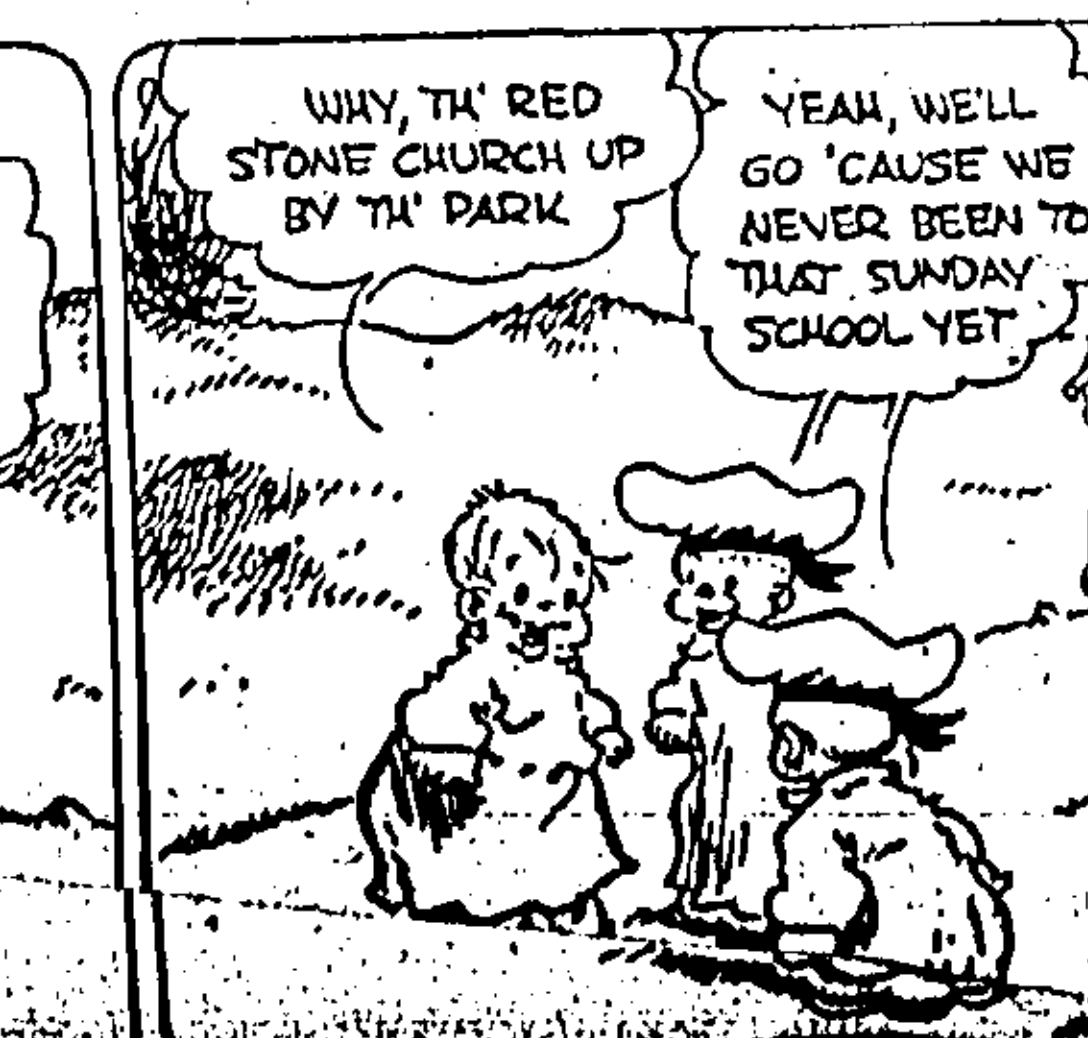
By Martin

WASHINGTON TUBBS II



By Crane

FRECKLES AND HIS FRIENDS



A Naughty Boy



BY BLOSSER

FUNNY STORIES.

CHANGING THE SUBJECT.
First Husband.—Are you and your wife happy?
Second Ditto.—Oh, very happy! But let's talk about something cheerful!—*Answers.*

THE BRAVE LIVE ON.
"Suppose I kill myself for you?"
"Oh, don't do that, my dear! A man who would take his own life is unworthy of living."—*Sans-Gene. (Paris).*

COMPENSATION.
Caller (to deaf old lady)—It must be quite an affliction to be hard of hearing?
Old Lady—Eh? Not so bad as having to keep still and listen.—*Life.*

DOUBLE PLAY.
Mac—So Freddie is teaching you baseball?
Roe—Yes, and when I asked him what a squeeze play was, I think he put one over on me.—*Life.*

EFFECT OF MUSIC.
She—While you are asking papa for my hand, I'll play something lively on the piano.
He—I'd rather you didn't, dearest. You know some people can't keep their feet still when they hear lively music.—*Tit-Bits*

FEWER NOTCHES.
A tourist in Arizona heard a shot and in a short time came upon a rough-looking man cutting a notch on the handle of his gun.
"Have you killed a man?" he gasped.

"No," was the reply.
"Then why the notch?"
"I only cuts 'em when I misses."—*Tit-Bits.*

NO ECONOMY.
MacTavish—How is young Sandy getting on? He took up journalism, didn't he?
Donald—Och, aye, but they would only let him write on one side of the paper, and the waste broke his heart.—*Leeds Mercury.*

WHAT SHE SAID.
Hinx: "You used to be very fond of Gerlie Smarto."
Jinx: "Yes, old man, I would have married her, had it not been for something I heard her say."
Hinx: "What did she say?"
Jinx: "No!"

Watch Your Baby Grow



MARINE MILK

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 2nd. AUGUST, 1924.

ON EAST COAST OF FLORIDA. Cool Breezes All the Year Round.



The golden days of vast developments are luring the world to Florida as a permanent home. Wealthy winter visitors, attracted to one of the greatest chains of seaside resorts in the world, extending along the Florida East Coast from Jacksonville to Key West, have invested millions of dollars in homes, real estate, farm lands, in Florida's "Black Gold," the soil of the Everglades, and other developments. Last season was the greatest in the history of the state, with almost one million visitors.

Chambers of Commerce, the Hotel Men's Association of the East Coast of Florida, and the Florida East Coast Railway Company have started a movement to call attention to the summer attractions. They have adopted the slogan, "Florida All the Year." Great extremes of temperature, sunstroke and hot trifling nights such as are to be encountered in more than ten degrees.

SPORTS PARS.

Interesting World Items.

Stoolball, an older game than cricket, is extending its activities in England. A Stoolball Association of Great Britain has just been formed.

Subject to the Surrey County Cricket Club releasing him, Andrew Ducat has been appointed manager of the Fulham Football Club.

Cardiff City are to apply to the English League for permission to give medals to their players to commemorate the great fight they made in connection with the League Championship.

Some 60,000 to 70,000 are reported to have been present at Cardiff City's match at Vienna recently.

Twenty-five of the 29 British rugby players who are now in South Africa have played in international matches.

"Billy" Moore the Falkirk left-winger, who has signed for Lincoln City, is not likely to be the only Brockville player to cross the Border. Two Midlands clubs are stated to be negotiating with Falkirk players at present, and this is probably the cause of the delay in re-signing at Brockville.

Robert Turnbull, professional of Neco Golf Club, is back in his native Musselburgh at the close of the season, which runs from November till the end of April. "Robbie" has had quite a lot of Continental experience, for he was for many years professional of Copenhagen Golf Club.

The Two Thousand Guineas winner, Diophon, was bought by The Aga Khan as a yearling for £4,000, and has already won £18,000.

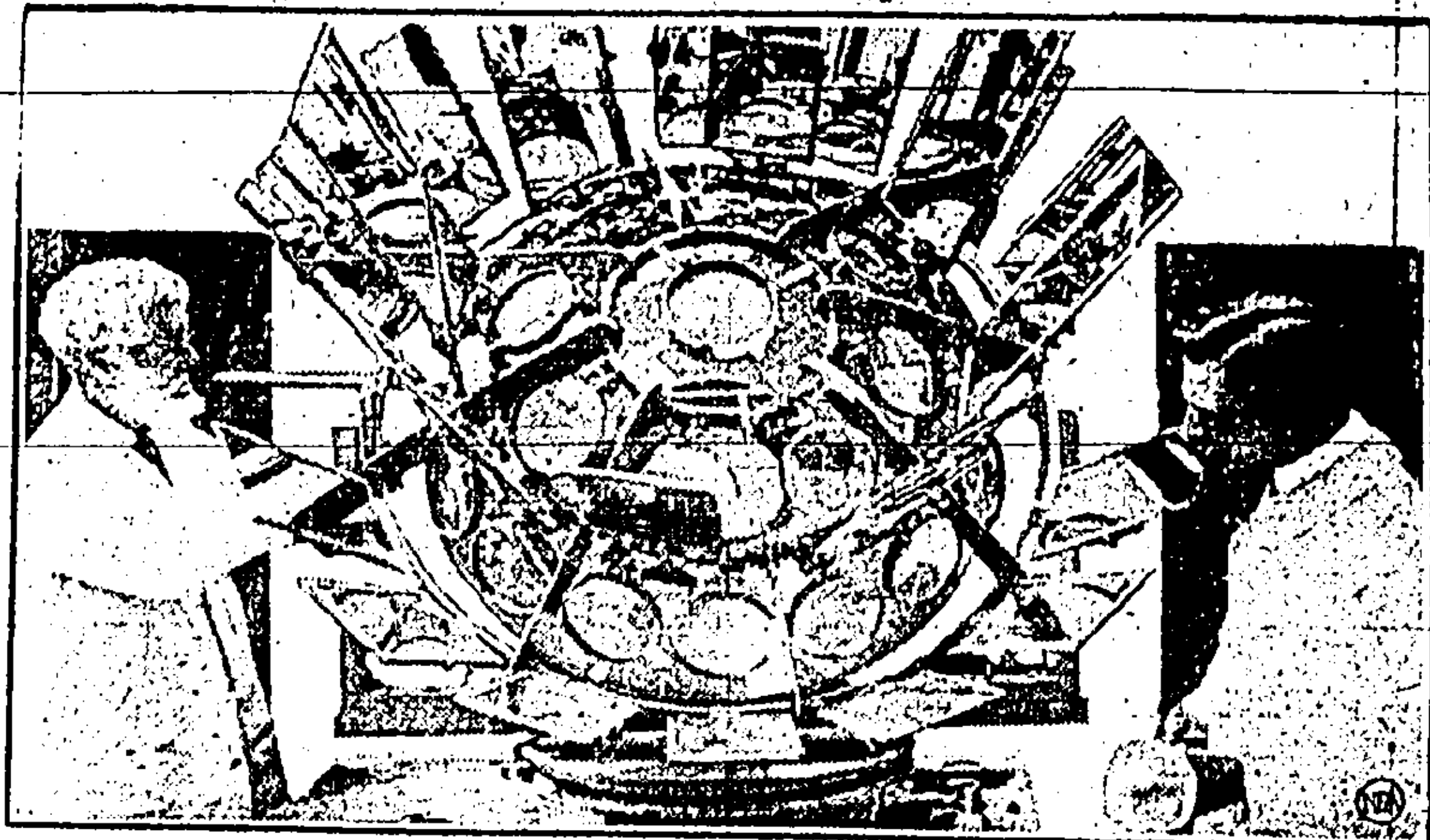
The "Marseillaise" was played by a German orchestra at Cologne on the occasion of Frenchmen taking part in a boxing competition. The M. C. in welcoming the visitors, was loudly cheered when he said, "Sport knows no fatherland, but is international."

Miss Elsie Grant-Suttie, the former British and Scottish champion, yesterday won the scratch prize in the ladies' open meeting at Sonning with a handicap of 2 and a net score of 81.

At the dinner given by the Surrey club to the South Africa cricketers, H. W. Taylor the captain, said cricket had done a lot of good in South Africa; the Dutch and English did not perhaps see "eye to eye," but thanks to "Rugger" and cricket, he felt sure that the gulf would be bridged. They wanted to leave England with the same reputation as the last team the M.C.C. sent out left behind them.

The Edinburgh Academic club have lost an old and faithful servant in James Plowright, who has been groundsman and professional at Raeburn Place for 24 years—practically since the late Tom S. Hays' days. Plowright, a Notts man, was a very capable all-round cricketer, and did good work both as a bowler and batsman. A more conscientious "pro" no club ever had. He always took his duties seriously, both as a player and groundsman, and he will be much missed at Raeburn Place, where he made many friends among the boys of the Academy, the former pupils, and visitors to the ground. Some years ago he underwent a serious operation, and since then he has never been in his old robust health. It was only within the last year or two that he gave up playing with the Academics, for whom he made many runs and took many wickets. During the war he served with the Edinburgh detachment of the Red Cross Society, and did good work.

POWER FROM THE SUN'S RAYS. What an Inventor Hopes to Do.

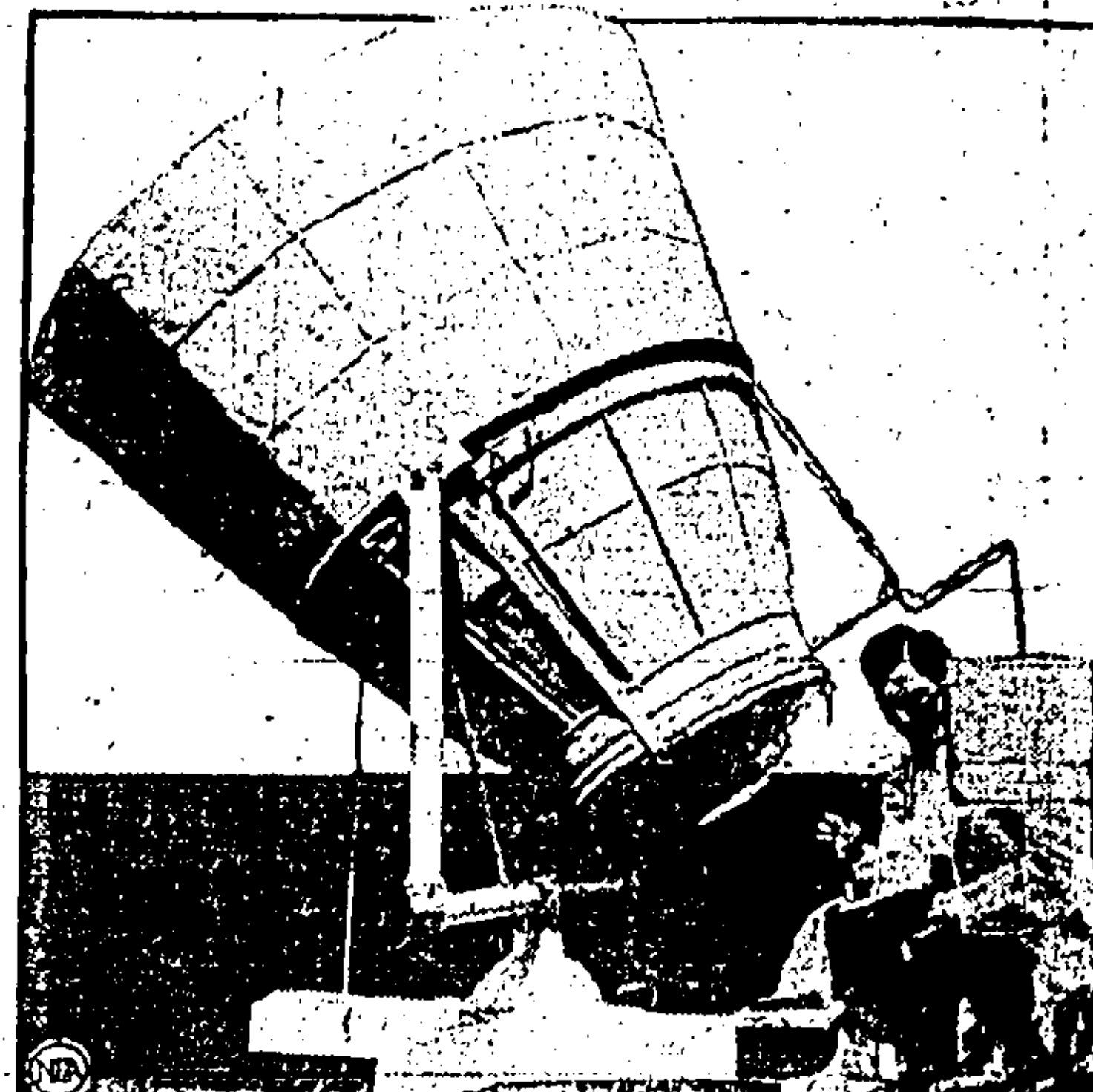


THE SOLAR MACHINE. IT HAS PRODUCED A TEMPERATURE OF 15,000 DEGREES.

Marcel Moreau, of San Francisco, has invented three machines obtaining their power from the sun's rays, which, he says, will produce a temperature of 15,000 degrees Fahrenheit, furnish power so long as the sun shines, and generate electricity and store it in storage batteries. He has his three machines completed and in operation. They are nicely balanced combinations of mirrors and magnifying glasses.

In his heat machine he has seen diamonds bubble and disappear in gaseous form. Carbon, which is fluid at 610 degrees, has melted with a fraction of the power his heat machine developed. He believes he can double the 15,000 degrees generated by this device by further application of his principles.

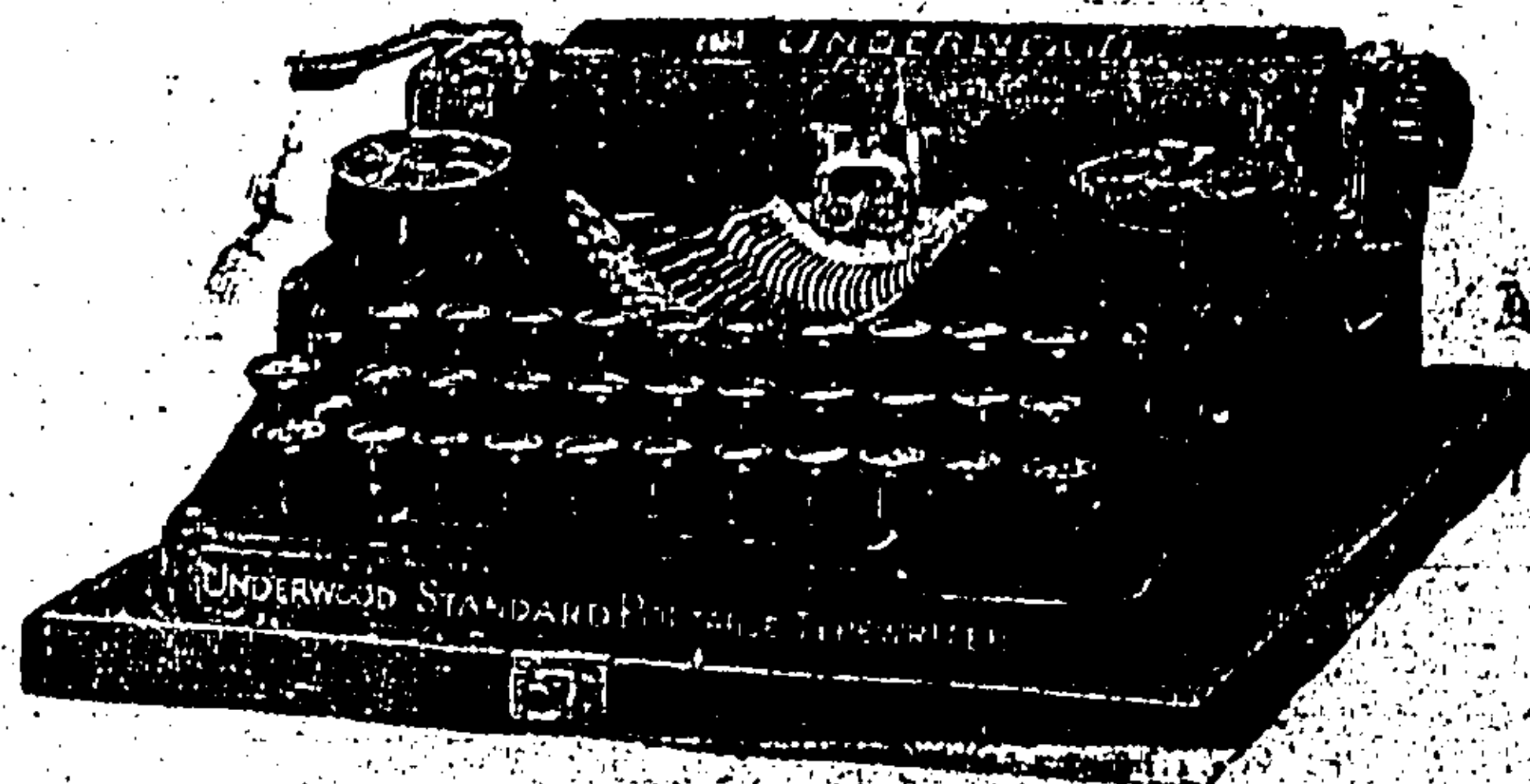
The inventor foresees the time when power plants operated by the sun's rays will be established in districts having high temperatures to furnish power to entire groups of cities.



EXTERIOR OF THE MELTING MACHINE.

THE UNDERWOOD PORTABLE.

"The Machine you will eventually carry."



Sole Agents:—

DODWELL & Co., Ltd.

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ARTISTIC FURNISHING FABRICS.



Harmonious window schemes, decorous or daring furniture coverings, inviting cushions—such essentials are given careful, specialised attention at Lane, Crawfords. We are always pleased to prepare and submit (quite free of charge) special schemes for appropriate treatments to suit all styles and windows.

Our service also embraces the making and fitting of Loose Covers.

CRETONNES The latest Season Designs at prices ranging from \$1.00 per yard.

VELOURS—For Curtains. A full section in all the latest Furnishing Shades.

Patterns will gladly be loaned on application.

REPPS A large variety in all shades. Suitable for artistic window treatment.

TAPESTRIES New effects and colorings for every description of covering.

Telephone 4567.

LANE, CRAWFORD, LTD.

White Canvas Tennis Shoes

Tennis Shirts
Cotton or Flannel
\$5.00 to \$8.00

A good grip on the Court and a springy tread are what every tennis player looks for with tennis shoes.

The "Crepe" Rubber Soles are flexible, firm gripping and durable, the uppers of a high grade, closely woven canvas, cool and strong.

All sizes in stock, - - - - \$6.00, \$11.50 per pair.

White Trousers
\$12.50 \$10.50
per pair.

MACKINTOSH
& CO., LTD.
MEN'S WEAR SPECIALISTS.
Alexandra Bldg. Des Voeux Rd.

G. FALCONER & CO. (HONGKONG) LTD. WATCH & CHRONOMETER MAKERS, JEWELLERS DIAMOND MERCHANTS.

A fine selection of English Jewellery Sterling Silver Ware Watches and Clocks always on hand.

Agents for:-

British Admiralty Charts
Edwin Navigational Instruments
Best London Telescopes & Binoculars

Health Spectacles, Night Glasses etc.
Stanley Drawing Instruments
Watts Theodolites, Levels etc.

We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established - - - - - 1855

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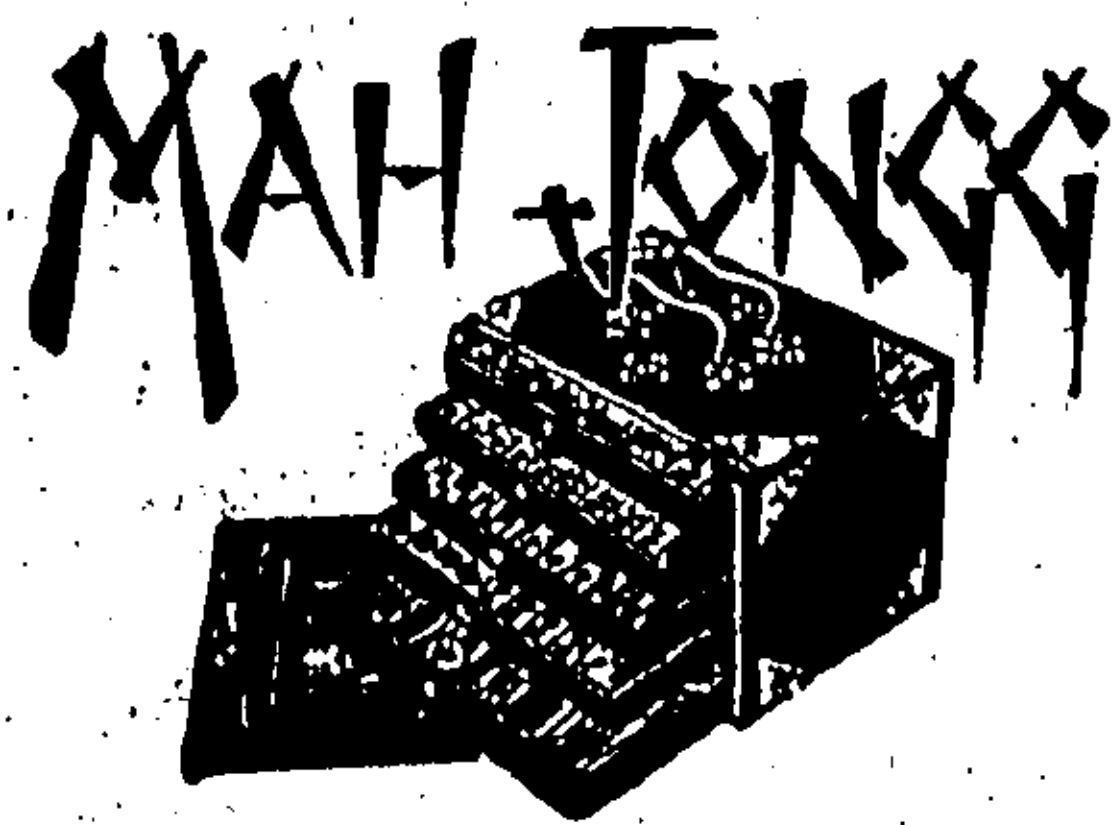
NOW ON

Our buyers having returned from purchasing abroad, we are well stocked with the latest goods of highest grades. We are offering them to our customers at remarkable

BARGAIN PRICES

—prices that you only come across "once in a blue moon."

YEE SANG FAT CO.



We Hold The Largest and most varied of Mah Jongg Sets in Hongkong, being direct agents of the leading factories.

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LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

Clark's Thinning Bath Salts and Reducing Paste

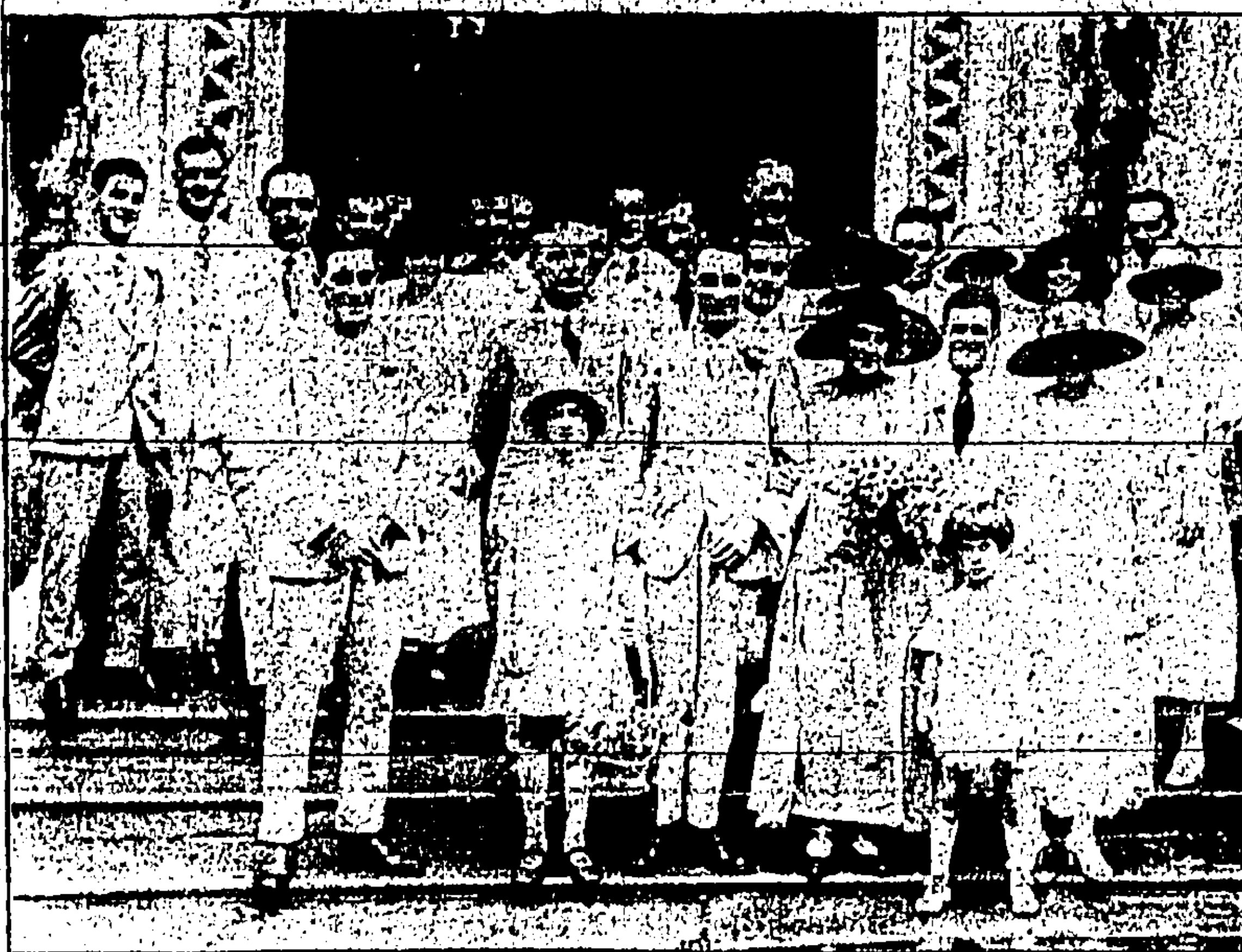
FRESH STOCKS JUST ARRIVED.

The action of these salts in reducing excess of fat or adipose tissue is marvellous.

To be obtained from:

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14, Queen's Road, Telephone C. 1877.

CAMERA NEWS



P. W. D. MAN'S WEDDING. — Group taken at the wedding of Mr. T. W. Carr, of the P. W. D., and Mrs. Isabella Thornton. (Photo: Ming Yuen).



SCHOLASTIC WEDDING. — This photograph was taken at the wedding of Mr. R. E. O. Bird and Miss Constance Eleanor Clarke. (Photo: Ming Yuen).



PRIZE DOGS. — Some dogs from the Hongkong Prison Department which won prizes in the 1923 and 1924 Shows in Hongkong. (Photo Mee Cheung).



A FINE QUINTETTE. — Photo shows Mr. J. W. Franks, Superintendent of Prisons, with some of his winning dogs. (Photo: Mee Cheung).



PRIZE BABY. — Here is pretty little Elsie Mary Hallows, a Hongkong competitor in the Empire Baby Competition, who was equal first with four others in the class from two to five years and thus won a prize of £20. (Photo: Ming Yuen).



THE CHINESE TILE MAKER. — Tile-making is one of the industries of Kiangsu, and here we see a worker cutting the clay as the frame on which it is spread spins round.



GOLDEN JUBILEE. — Rev. Father Sebastiao Maria A. da Silva, S.J., doyen of Portuguese missionaries in the Far East, who celebrated his golden sacerdotal jubilee on July 19th. (Photo by courtesy of "Religio e Patria.")

READ'S LIGHT LAGER BEER.

PINTS.

Fresh Stocks have
arrived.

Sole Agents:
A. S. WATSON & CO., LTD.
Wine & Spirit Merchants.
Telephone 616.

MOUTRIE PIANOS

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VALUE IN
HONGKONG

THEY HAVE A
REPUTATION TO
MAINTAIN !!!

Catalogue on request.

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4 DAYS ONLY.

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PROCEEDING

BARGAINS

IN EVERY

DEPARTMENT.

HERRING HALL MARVIN SAFES

FOR
OFFICE, HOUSEHOLD OR
PERSONAL USE IN KEY-
LOCK OR COMBINATION
ATTACHMENT.

"THE SAFE WITH
THE REPUTATION."

Immediate Stocks
Offering.

MUSTARD AND CO.

17, Connaught Road, Central,
Tel. No. 1185

The Telegraph.

HONGKONG, 2nd Aug., 1924.

OUR RAILWAY.

For the first time in five years, Hongkong's little railway shows a loss on working, the expenditure being more than \$48,000 above the income. This contrasts with a profit in the previous year of a lakh over and above the figure mentioned. It should be explained here, however, that there is, compared with the year 1922, a drop of no less than \$347,367 in through and joint sectional traffic receipts, which, we are told, is entirely due to the conditions prevailing on the Chinese section, and regarding which a claim for compensation is to be made against the Chinese authorities in due course. It would seem that, so long as unrest prevails over the border, our association with the Chinese administration is likely to prove most unremunerative, for in contrast to the figure just quoted is the more reassuring circumstance that local traffic earnings (that is, on the British section) increased by about nine thousand dollars a month during the past twelve months.

This little railway of ours, which is barely twenty-three miles in length, must be the most expensive in the world, so far as construction costs are concerned. Up to the end of 1916, the main construction account showed outgoings totalling over \$14,710,000, whilst the special expenditure since incurred (including \$225,105 last year) brings the total up to \$16,382,000. These are prodigious figures, and they are always being added to. We do not assert that the spending of this money is unjustified, because we fully realise the necessity of maintaining the railway in a thoroughly up-to-date condition. But we want something more to the point in regard to economy than the statement made by the Colonial Secretary, on Thursday, that we are economising in the sense that we are not using so much coal. It seems to us that the whole future of our railway, financially, depends on a straightening out of our relations with the Chinese section. What about those losses sustained by reason of the stopping of through traffic, and what about the inconvenience we have suffered on account of the retention of British rolling stock? Either the railway agreement covers

these points or it does not. Yet we have the Colonial Secretary expressing doubts as to whether we shall be able to recover the losses incurred. The annual railway report says that the final division of through and joint sectional traffic receipts has been agreed to between the two Administrations up to the end of June last year. What precisely does that involve? And what about the money since received? If one part of the agreement is operative, surely all the other parts are. And if the understanding makes provision for compensation for losses, then surely the Canton authorities—whether they be headed by Dr. Sun or anybody else, must discharge their obligations. It seems to us that it is high time this point was definitely cleared up. Conditions cannot be allowed to go on as at present for ever.

"As She Is Wrote."

Everybody here knows the Chinese tailor, but it is seldom that the Chinese tailor knows English. Or, at any rate, he finds considerable difficulty in the writing thereof, witness the following screed which one of that ilk has sent to a Kowloon resident: "I am very sorry to asking you, that I have hearing you wish to remove another part liver, that is true? or not, if you are. Me beg you to write the place and the home's name and the road No. for me. I shall come to visit you and with you to make the winter velvet clothes. I think you, Sir. That you know I had with you to make the summer clothes very fit to you wear, and I hope you will patronize me too." The sum total of this little missive is that the tailor, having learned that his customer is moving to a new address, is anxious to keep in touch with him, so that he may have the privilege of providing him with a winter outfit. Needless to say, the customer is not having any part of his liver removed, nor is he particularly keen on being equipped with a velvet suit for the winter months. All the same, this particular tailor is evidently a shrewd business man who fully realises the value of keeping in close touch with his customers.

Plants and Trees.

Though there is not much land available for the display of flowering plants in Hongkong for public delight, and though there is not a public park in the generally accepted sense of the term, a great deal is done to beautify such areas as come under the control of the local Botanical and Forestry Department. The report of the Superintendent for last year is a record of the care which has always been bestowed on the botanical collections in the public spaces, as well as the never-ending war on timber stealers who make raids on the pine plantations of the Colony. The report we have under review goes beyond the usual run of such annual returns in its references to the considerable damage done by the big typhoon of last August. This, it is shown, was even more severe than was generally supposed. Many valuable trees and plants of different species were killed in the botanical gardens, Government House grounds, and elsewhere, some of them almost irreplaceable, others big growths which it will take years to substitute. The afforestation of the waste hillside lands of the Colony is being continued, many pounds of pine seeds being sown broadcast, and this can hardly keep pace with the loss which is suffered from storms and fires. During the big typhoon last year, in one plantation alone 2,000 pine trees were killed and more than 3,000 seriously damaged, whilst in one case in 1923 over 4,000 pine trees and about the same number of other trees were destroyed in a forest fire at Mount Kellott. To cope with these losses the department has to be constantly at work, as well as keeping a vigilant eye on the villages where timber stealers take refuge. Several villages were fined wholesale for offences of this nature, and in one case the penalty was as high as \$300. Much other work of a lesser kind is performed, such as the care of roadside trees and the establishing and upkeep of nurseries, and a kindly eye is kept on the native flora, too, for we read: "For a few weeks before Christmas, now Year an effort was again made to

DAY BY DAY.

PEACE RULES THE DAY
WHERE REASON RULES THE
MIND.—*Collins.*

Captain L. W. Smith, H. K. S. Brigade, R. A., has left for Australia on three months' sick leave.

Of 161 Chinese stevedores passengers who shipped on the President Taft, three died on the voyage.

Tenders are being invited for concrete sewers and storm water drains between Mongkok and Shamshuipo.

Lieut. R. C. Cobbold, H. K. S. Brigade R. A., has been invalided to the United Kingdom on the recommendation of a Medical Board.

His Excellency the Governor has appointed Mr. Lancelot Forster to be a Member of the Board of Education for a period of two years.

The rainfall registered at the Botanic Gardens during July totalled 18.24 inches. There were only eight days on which no fall was recorded.

To the list of medical practitioners is added the name of Dr. Chu Ho Quon, 68, Quon's Road Central, Bachelor of Medicine of the Imperial Tohoku University.

Tenders are being invited for additions to reinforced concrete store, erection of oil and cement store and alterations to windows of quarters at Government Store, Wanchai.

A Chinese passenger on board one of the Star Ferries committed suicide by jumping overboard from the lower deck last night. A search was made but the man was not seen again.

It is notified that from September 1st, the Beckwith Bell will discontinue sounding, and in future will only operate during the foggy season, from January 1st to May 31st.

In connection with the Shing Mun Valley scheme, tenders are being invited for the construction of a covered service reservoir and contingent works at Pipers Hill, above Cheung Sha Wan.

His Majesty the King has approved the appointment of the Hon. Mr. P. H. Holyoak to be an Unofficial Member of the Executive Council during the absence on leave of the Hon. Sir Paul Chater C.M.G.

It is notified that His Excellency the Governor in Council has given directions for the rescission of the Order proclaiming Saigon to be a place at which an infectious or contagious disease prevailed.

Major C. P. F. Warton, O.B.E., is appointed officiating Second in Command of the 24th Bombay Grenadiers, vice Major P. A. B. Johnstone, placed on sick list and who reverts to his permanent appointment as Company Commander.

The s. s. Tean, which left Hongkong on July 29th on her way from Swatow to Bangkok, developed engine trouble and was obliged to return. She reached here yesterday at 11 a.m. and was able to resume her voyage late in the afternoon.

News reached the Colony yesterday of the marriage of Mr. Thomas Petrie, former editor of the S. C. M. Post, to Mrs. W. Davidson, formerly of Kowloon. The ceremony took place at St. Peter's Church, Bedford, and Mr. George Daneau was the best man.

His Excellency the Governor has appointed Sub-Inspector Alfred Reynolds to be an Examiner of Weights and Measures under the Weights and Measures Ordinance, and also an Inspector under the Gunpowder and Fireworks Ordinance, and the Dangerous Goods Ordinance.

protect *Enkianthus quinqueflorus*, which is one of the most beautiful shrub flora of Hongkong and the New Territories. But for the vigilance of this department, this beautiful shrub would soon be lost to the Colony. It is delightful to find this departure from the stereotyped work of a Government department.

Bulls and Innors

□ □ From the Offices Butt. □ □

The *Telegraph* appropriates the O. B. I. for itself this week, having credited the Hon. Mr. H. Sir Henry Pollock had better W. Bird with the following query regarding the water supply: "Is there any necessity to boil and water the filter supplied from our taps. If so, why?"

It might be a good plan, all the same.

This Kolvination of ice reminds us that the genius is yet to be discovered who will patent a device to provide whisky in the home.

The Editor of the *Canton Phenomenon* has not gone mad, the poor chap. It has only been proved.

As in the case of Shameen, before negotiations can be properly developed, exposure is necessary.

On Wednesday the King of Italy celebrated his ascension to the throne and our sub-editor unfortunately found his pipe.

There is no truth in the story that the sea at Repulse Bay will be chlorinated during the week-ends.

"For Sale, a pair of gum boots." Must be a bowler giving up in disgust.

The trouble with some folk is that they look back on the past—particularly if she happens to have nice ankles.

Isn't it funny, despite his having all the sea to swim in, how a man gravitates towards the ladies?

This question of the High Cost of Babies reminds us that poverty would soon be abolished if they were permitted to select their own parents.

You may not know it, but you merely got a job. Taipans and the like select positions.

The only time a man should forget his place is when it doesn't happen to be a good one.

The man who fell from a tram on his head the other day had better watch out or he'll be charged for a haircut.

Some of these big men in motor cars of a well-known make look as if they were dogs in a kennel.

About the only friend Hongkong has these days is itself.

Early to bed, early to rise and you miss all the fun that makes men wise.

Maisiens tolerees! What's the use of being good if you don't let people know it?

Ice House Street is next on the board for advertisement.

Hints to Magistrates: The worst of all places to lose one's temper is in a Police Court.

Some of our Kowloon ambitious young men are being crowded to the back of the bus.

A woman discussing her husband always thinks what she doesn't say.

Talking of Advisory Boards, some of the lads now would feel that way if they hadn't been the lads they were when they were lads.

Some of these ronts cases remind us that the easiest way to settle a dispute is to go to law over it.

Naturally everyone's facts regarding our *maisons tolerees* are second-hand.

Some of these bus drivers may mean no harm, but that doesn't make them harmless.

Some people keep on good terms with their neighbours. Others again, keep parrots.

These American airman who were not served in Indo-China because they were coastless naturally feel handicapped.

Congratulations to Mr. Alabaster, who at the Legislative Council all those maidens as the subject of his maiden speech.

And, incidentally, to judge from the spate of questions this week, having credited the Hon. Mr. H. Sir Henry Pollock had better hurry back before everything is fixed up.

Very often it is the bathing suit that gets the blame.

You can never tell. Your boy may become a broker. On the other hand, he may have to work for a living.

Singapore is aching to have a Municipal Orchestra. What about a few drains first?

The Coronet is showing "Where the Pavement Ends." Trouble is to know where it begins in that locality.

Two things not easily discovered: The typhoid germ and the Shekko Country Club.

The monthly swapping of I. G. U.'s took place on Tuesday.

The *Telegraph* says Hongkong is just now the abiding place of lots of unemployed money. We could find a job for it.

This film "Animals Acting as Men" makes us think that the goats may be getting their own back.

"Dr. Sun to Give Lectures to Officials," says a Canton paper. They need 'em.

We're getting on. In a recent Police Court case, a P.W.D. servant complained of needless delay by a Chinese in carrying out certain repair work.

These naval athletes are tough birds. The *Telegraph* on Saturday published the picture of a local runner who, according to descriptive matter underneath, seems to have towed a dredger from Batavia to Hongkong.

He should be a live wire in a tug-of-war.

When other means fail, a stick of dynamite will remove telephone numbers from the walls.

If you put hair oil in mayonnaise it isn't certain to go to your head.

Local cows are said to be chewing the cud over the utterly unfair things being said about them.

Hope it won't damp the spirits of our anti-Pussyfooters.

Kowloon goats drink water neat; consequently their spirits have not been affected by the present epidemic. But we don't like acting the goat.

Whilst angling, Colonel Sweet, of the Philippines Constabulary, is reported to have been pulled into the sea by a big fish, which was soon afterwards snatched out of his hand by a shark. This rum-running is evidently spreading.

We understand that cinnamon is the official colour of the Water Authority.

Possibly another phase of the Colombo influence.

The Chairman of the Sanitary Board reports that at Pokfulam there are bad nullahs which bring trained. We have several others which have been broken in.

One American lady wrote to a local P.M.G. last year asking him to "annihilate broadcasting." Maybe she's a bit of a "lo" speaker herself.

The "brighter prison" movement in England includes suggestions for clothes without broad arrows, weekly news bulletins (with football results), library books that can be changed weekly, and more varied meals. Rats being so high in Hongkong, we feel inclined to take the first boat home and try hard to get a life-sentence.

A noted vocalist says that America is the home of music. Well, she's certainly produced several millionaires.

This story of two being able to live as cheaply as one never before, a labour of twins.

SERVICE TO NEW YORK. NEW YORK and or BOSTON via PANAMA.

For freight, space and particulars apply to
BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.

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Telephone Central 2477 & 2478

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Kelvinator is Electric Refrigeration

Kelvinator can be installed in the refrigerator you now have. It supplies dry, even cold—the same low temperature all the year round. Thousands of owners agree, scores of them right here at home, that Kelvinator's automatic refrigeration is far cleaner, far more convenient. You should by all means investigate with a view of equipping your home. Kelvinator is demonstrated in our show rooms. Or, a phone call will bring you literature describing it.

Visit Lane, Crawford's Hardware Show Room where a Kelvinator is actually in operation.

Established 1914
Kelvinator
Electric Refrigeration

HONGKONG HARDWARE CO.
"TAI LEE CHAN."

— ESTD. 1884 —
METAL GOODS and HARDWARE.
Tel. No. C.1993 119 Jervois Street

NOTICE TO THOSE WHOSE MARRIAGE WILL SHORTLY TAKE PLACE.

Pictorial records of weddings are highly desirable. Call at the **MING YUEN STUDIO** (Battery Path) and inspect specimen groups. Upon receipt of instructions will send expert photographer to any ceremony or function.

(Official Photographers to the Hongkong Telegraph)

NOTICE

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE,
PENANG COLOMBO AND
BOMBAY.

THROUGH BILLS OF
LADING ISSUED FOR
EGYPT, MEDITERRANEAN
AND CONTINENTAL PORTS
AND LONDON.

THE Steamship,

"MIRZAPUR"

carrying His Majesty's Mail,
will be despatched from this
port at NOON on THURSDAY
7th August, taking cargo for
the above ports.

Silk and Valuable Cargo to
Italy, France and London (under
arrangement) will be conveyed
by this steamer proceeding to
Bombay and there transhipping
to the on-carrying steamer to
Marseilles and London.

Parcels will be received at the
office until 5 p.m. on the day
previous to sailing. The contents and
value of all packages must be
declared.

For further particulars, apply

to—
MAKINNON, MACKENZIE

& CO., Agents.

Hongkong, July, 31st, 1924

THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

NOTICE OF CALL.

Issue of 49,000 Shares of the
Nominal Value at \$10 each.
(\$5 paid up)

NOTICE is hereby given that
the 3rd. Call of \$2.50 per
Share on each of the 49,000
shares allotted on the 19th. day
of May, 1923, has been made by
the Company, and that such call
will be payable to the Company's
Bankers, The Hongkong and
Shanghai Banking Corporation in
Hongkong on or before the 15th
day of August 1924.

The Transfer Books of the
Company will be closed from the
7th to 14th August 1924, both
days inclusive.

By order of the Board of
Directors,

A. H. ROWE,
Managing Director.

We have received
A fine selection of
Real Amber Beads

which are being offered for
sale at moderate prices.

SHERIFF BROS.

17, Queen's Rd. Central.

MASSAGE HALL 25 WYNDHAM STREET

Mrs. H. MORITA.
MR. H. SUGITA.

BRITISH SEAMEN.

Value of the Old System.

The British seaman is dying
out. That may seem a bold
assertion, especially in a port like
Liverpool, but I make it on the
authority of men who know.
retired master mariners, who, in
their day, commanded big ships,
writes "W. I. H." in the *Liverpool
Echo*. It will be said plenty of
men still sign on for voyagers,
and that there are more ships
officers than there is work for
them. True, but the point is
that many of those men know
nothing about sailing ships,
and it is the system under which
it is now possible for a man to be
an officer or captain of a steam-
ship without having had any
experience "in sail."

Until some years ago it was
compulsory for a young man
qualifying for a "ticket" to go to
sea in a sailing ship before going
into steam. This compulsion no
longer exists, and it is this which
is causing so much head shaking
among the old salts. It may be
said that as the windjammer is
going out of existence, the neces-
sity for knowing how to navigate
such a craft has passed. Argument
on these lines may satisfy the
landman, who knows nothing of
and thinks little about, life at sea,
but it does not pass muster with
those who have spent a lifetime
on the waters. They see one
mercantile marine staffed, so far
as officers are concerned, with
men who are ignorant of the rig
of a sailing ship, and their case is
that all is not well, that the aboli-
tion of the condition that experi-
ence "in sail" must precede the
acquisition of the other knowledge
essential for a "ticket" was a
mistake from which the service
has suffered already, and will
suffer more in the future.

Although steamships are now
the thing, we shall always have
a certain number of wind-propelled
vessels. This, however, is not
consideration that weighs with
critics of the present system.
Their case rests on entirely differ-
ent grounds. What they say is
the responsibility of navigating a
sailing ship develops those
qualities that are essential for a
fully qualified officer of the mer-
chant service and that develop-
ment cannot be obtained to the
same degree on a steamship.

The master of a sailing ship is
more often put to a severer strain
than the man who, commanding
a steamship, is more of a
mechanic than a seaman, so
largely does mechanism enter
into the navigation of his vessel.
Men "in sail" are called upon
for quick decisions, and are real
sailors, in a sense that cannot be
applied to the men of the steam-
ship. This, put briefly, is the
case for the critics who cannot
bring themselves to regard any
man as a seaman who has not
been through the mill in a sailing
ship, and who, therefore, regard
the cadets and apprentices now
in training as on the wrong path.
A man, in whatever line of life
he is, is inclined to think the form
of training he underwent is best,
and it may be the case—I neither
assert nor deny—that the retired
captains and officers who take a
somewhat pessimistic view of
the service because a sailing-ship
education is ignored are making
a mountain out of a molehill.

Perhaps there is a complete
answer to their contention. If
so, it should be forth-coming, for,
as a maritime master, we cannot
afford to take risks. We need
the finest type of seamen we can
produce, and if a return to the
old rule that insisted on life on a
sailing ship as a preliminary to an
officer's qualification is
necessary, let us make it.

FIGHT AT A DANCE.

Americans And Filipinos.

Racial jealousy caused a fight
with knives among the sailors
from the American warships
anchored in Torbay, who visited
a Torquay dance hall. Some are
Filipinos, and reached the dance
hall first and paired off with
white girls. Later a large num-
ber of American sailors arrived
and objected to the presence of the
Filipinos, whom they described
as cooks and servants. One Is-
lander was seized, dragged away
from his partner and thrown to
the ground, whereupon a fierce
scuffle ensued, in which the Is-
landers drew the knives.

American shore pickets
separated the fighters, but two
Americans had been stabbed. In
an attempt to calm the screaming
and hysterical women the band
continued to play throughout the
fight. Eventually the Filipinos
were removed from the hall and
the Americans continued to dance.

QUALITY, STYLE

AND CHARACTER.

THREE WORDS THAT MAKE
THE DIFFERENCE.

QUALITY, STYLE and CHARACTER
—each play their part in making
"BECTIVE" FOOTWEAR the very
best—care being taken to ensure
that individuality is built into every
pair produced.

They aim at perfection and are
not satisfied until it is attained.

Wm. POWELL Ltd., have secured
the Sole Agency and have received
a first consignment—the forerunner
of large shipments of this High-class
English Footwear.

Bective - -
- - Quality

DURABILITY.



Bective Black Calf Oxford
Smart Toe \$18.50

Same in Brown.



Bective Brown Brogue, Medium
Sole, Smart Toe \$22.50

Same in Black.



Bective Brown Willow Calf Oxford Full
Smart Toe, Medium Sole, \$21.50

Same in Black.

We are also Agents for

BLACK
and BROWN
BOOTS and SHOES
Price \$10.50

BLACK
and BROWN
BROGUES
Price \$10.50 \$23.50

Keltic

FOOTWEAR

Made in Scotland.

USE
"KIWI"
SHOE POLISHES

The Polish that keeps the Shoe
in its original colour.

Call and let us show our new shipments of Footwear to
you, or if preferable, a selection will be sent on approval.

Wm. Powell, Ltd

Specialists in Footwear.

HONGKONG HOTEL BUILDINGS, PEDDER STREET

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS

FORGE MASTERS

OXY-ACETYLENE AND

ELECTRIC WELDERS

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INCH.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADII.

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA, & JAPAN.

NEW ADVERTISEMENTS.

PREPAID ADVERTISEMENTS

25 WORDS—
\$1.00 (for 3 insertions)
\$1.50 if not prepaid.

State if Box No. is required

WANTED.

ASSISTANT required for local Store. Young man of British Nationality. Apply giving full particulars to Box No. 1155 c/o "Hongkong Telegraph."

WANTED—To rent small furnished or unfurnished flat in Kowloon. Must be in good locality and of moderate rental. Write Box 1171 c/o "Hongkong Telegraph."

BRITISHER requires comfortable boarding accommodation. Mid-level preferred. Apply Box No. 1171 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Ellenbud Villas. Apply E. T. H. Bunje, c/o H.M.H. Nemesio, Prince's Bldg.

TO LET.—Shop and Office No. 12 Paddar Street. Apply at the Premises.

TO LET.—Unfurnished for one year from 1st October "1 LOUREN VILLAS" No. 11 Chatham Road, Kowloon. Apply J. M. Pereira, Alexandra Building—Top floor. Phone C. 1503.

TO LET.—No. 22, Des Vaux Road Central, the present P. & O. Building. Possession 1st January next. Apply to Singon & Co., Hing Lung Street.

TO LET.—Office Room in New Bank Building, possession 1st August. Apply to SANG KEE, 4a, Des Vaux Road Central, 2nd floor.

FOR SALE.

FOR SALE.—COCKER SPANIEL PUPS of imported pedigree Sire and Dam from the "Of War" Kennel. Ruislip (Mdx). Apply to W. Smellier, c/o Messrs. Holyoak, Massey & Co., Ltd., Queen's Building.

FOR SALE.—Ricksha, made to order, practically new, including all accessories, uniforms etc. Price reasonable. Telephone Central 1245.



Let me show you how to do it conveniently. Call for:—D. O. do Silva Sun Life of Canada. Telephone—Central 1215, K. 734

FOR SALE.

FOR SALE.—Just received a shipment of Ladies' Untrimmed Straw Hats (Cloche Styles) at moderate prices. Inspection invited. No. 4, Caine Road.

NOTICE OF REMOVAL.

On and from July 28th, 1924 our offices will be located at Asiatic Building, 2nd floor. ODELL and COMPANY, Stock, Share & General Brokers.

NOTICE OF REMOVAL.

On and after 31st July, our new address is 4th floor, Bank of Canton Building, No. 6, Des Vaux Road. DAVIE, BOAG & CO., LIMITED.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be closed for the transaction of Public Business on MONDAY, the 4th August, 1924.

RAFFLE MOTOR CYCLE

DRAW HELD AT TUNGSHAN CLUB July 30th. Winning number 44, held by H. TREVOR TAO ESQ. TREVOR TAO & CO. Canton.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD. DIVIDEND NOTICE.

NOTICE is hereby given that an Interim Dividend has been declared in respect of the financial year ending on the 31st December 1923, and will be paid on Friday the 29th August 1924 as to Forty cents (\$0.40) per Share on the old Shares (Fully paid). Thirty-three cents (\$0.33) per Share on Bonus Shares (Fully paid) Nos. 171,000 to 200,000, and Six Cents (\$0.06) per Share on the New Shares (1924 issue) upon which \$2.50 per Share was paid up on the 15th March, 1924. The Transfer Books of the Company will be closed from the 8th to 29th August (both days inclusive).

SHEWAN, TOMES & CO., General Managers

EYE-SIGHT SERVICE.

From the examination of your eyes to the final adjustment of your glasses, we give you the service that they should have. See us about your eyes and your glasses. CHINESE OPTICAL COMPANY. Eye-sight Specialists, 67, Queen's Road, Central, Hongkong.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Settlement of Yokohama Pre-Earthquake Accounts Outstanding at 1st September 1923.

All parties having claims against this Corporation in connection with pre-earthquake accounts should forward full particulars and proofs to the Hongkong & Shanghai Banking Corporation, Kobo, to be received there not later than 30th September 1924, after which date no further claims will be admitted. By order of the Court of Directors.

A. H. BARLOW, Asst. Chief Manager.

NOTICE.

THE KAILAN MINING ADMINISTRATION is prepared to lease at Chinwangtao attractive sites for erection of Summer Bungalows. Full particulars may be obtained from the Undersigned. DODWELL & CO., LTD. Agents. Hongkong, 30th July, 1924.

NOTICE.

TYPHOID EPIDEMIC.

The present epidemic, like other periodical epidemics, should remind every man of responsibility of the uncertainty of life and the need of life assurance. Supposing YOU are taken away? Have YOU made adequate provision for your family? Ask for our plans. Assets now over \$560 Million Mex. The Sun Life Assurance Company of Canada, 2nd Floor, King's Building, Connaught Road, Hongkong. F. M. WELLES, Manager.

C. E. WARREN & CO., LTD.

SANITARY ENGINEERS, MONUMENTALISTS, &c.

Office: 31D, Wyndham Street, HONGKONG.



SAVE YOURSELF TROUBLE BY INVESTING IN A CHEAVINS FILTER OBTAINABLE AT ABOVE ADDRESS.

IN THE SUPREME COURT OF HONGKONG PROBATE JURISDICTION.

IN THE GOODS OF ARTHUR RYLANDS LOWE of Victoria in the Colony of Hongkong Chartered Accountant deceased.

NOTICE is hereby given that the Court has by virtue of Section 59 of the Probates Ordinance 1897 (No. 2 of 1897) made an Order limiting the time for sending in claims to or against the above estate to the 31st day of August 1924.

Creditors and Claimants are hereby required to send their claims to the undersigned by the above date. Dated this 28th day of July 1924

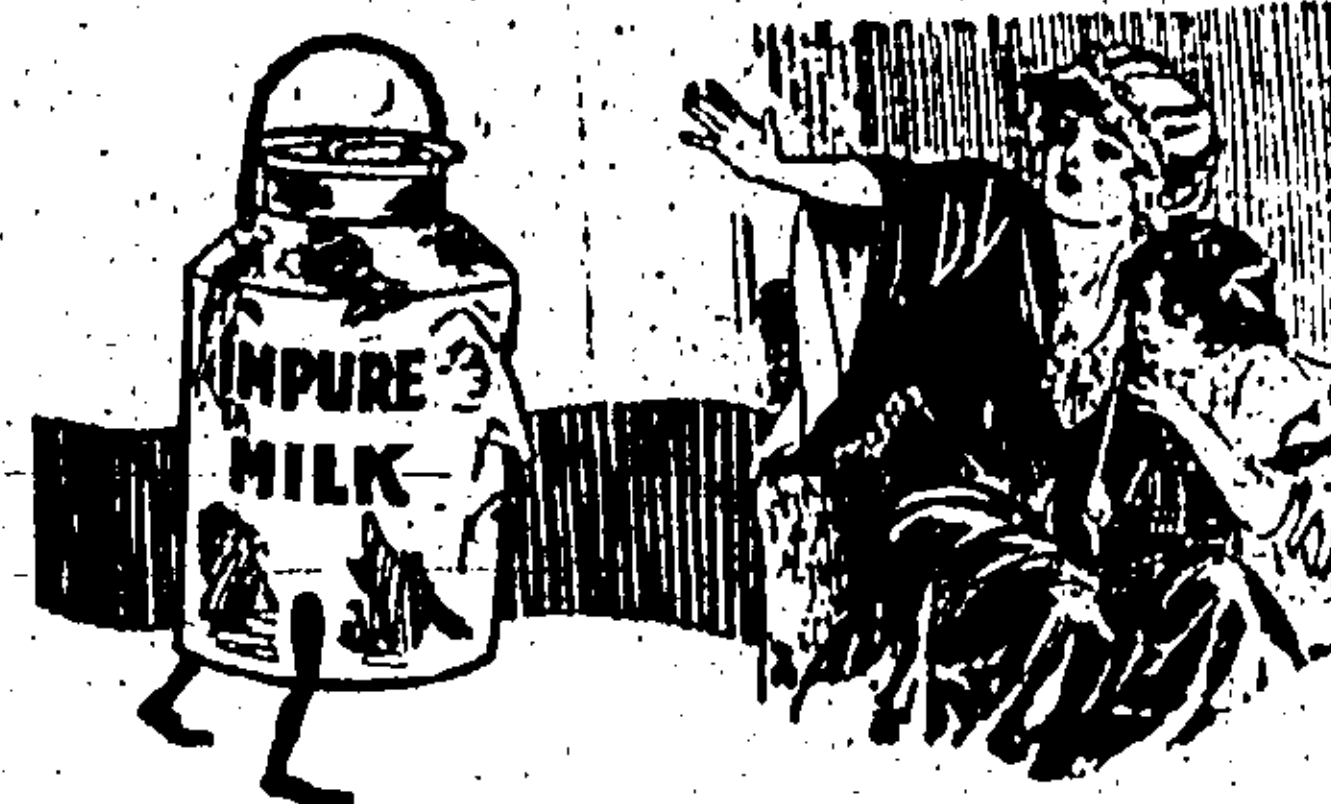
DEACONS.

Solicitors for the Executor, 1 Des Vaux Road C. Hongkong.

PEAK CHURCH.

During August there will be Evening Service on Sundays at 6.30 the preachers will be as follows. Aug. 3rd Rev. G. E. Arowsmith. 10th Rev. G. R. Lindsay. 17th Rev. Dr. J. P. MacKie. 24th Rev. R. J. Northcott. 31st Rev. H. Copley. Moyle There is Holy Communion every

WHY RISK TYPHOID?



FOR SAFETY USE

Spell it backwards

KLIM POWDERED MILK

This is to advise that we have had our Board of Health Laboratory make an analysis of KLIM after it had been made up into the liquid form according to the directions given on the container; the Laboratory advises that "the solutions of KLIM taste like true milk and in practical tests have proved satisfactory", and that it is an entirely wholesome and healthful food product. I consider that where the mixing of KLIM is done in a clean and hygienic manner, the finished (liquid) product is an excellent substitute for fresh milk, and that the extension of its use under proper sanitary regulations is greatly for the public benefit.

(Signed) M. C. FISHER, Chief Health Officer, Panama Canal, Canal Zone, Health Department.

CAUTION—Boil the mixing water.

NOTICE

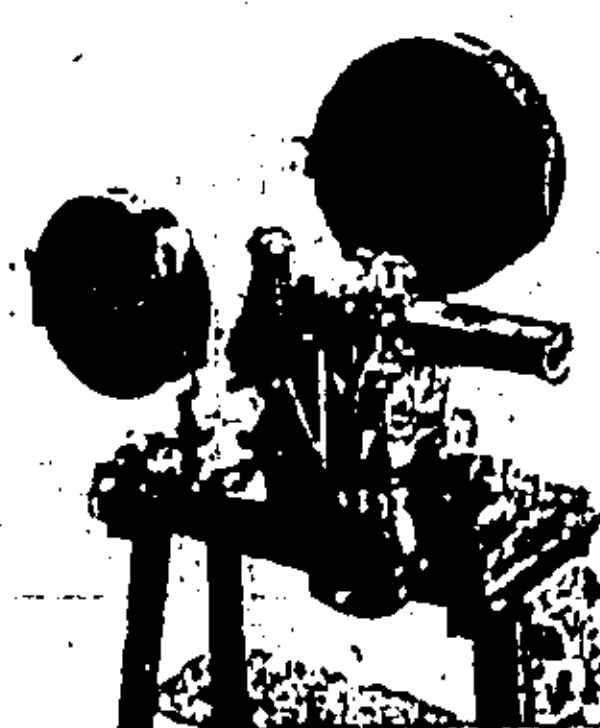
Big bargains in Paris and London goods of superior quality, newly arrived. French knitting wool in all colours at \$3.50 per lb. Savon Caba, guaranteed pure, in Fancy tins at \$2.40 per doz. tins. Fine carbon paper in all colours at \$1.20 per box of 100 sheets. Ladies' trimmed and untrimmed Hats, Jumpers, Robes, etc. from London firms by every mail. Inspection cordially invited.

J. P. VIEIRA REMEDIOS, & COMPANY, No. 15, Queen's Road, Central. (1st Floor.) General Managers for "Variety Store." Tel. C. 4705.

Pathe-University

(Cinema Outfit)

Strong and well built projects standard sized film. Entertains at home as well as at theatres



ON SALE AND HIRE

Pathe-Orient,

12, Queen's Road, Central. Hongkong. Sole Distributors.

INSURANCE OFFICES.

BANK HOLIDAY.

NOTICE is hereby given that all Insurance Offices will be closed for the Transaction of Business on MONDAY, 4th August, 1924.

By Order, LOWE, BINHAM & MATTHEWS, Secretaries, Fire Insurance Association of Hongkong, Marine Insurance Association of Hongkong and Canton.

NOTICE.

WE beg to notify the public that we have been appointed Agents for AGRICULTURAL INSURANCE COMPANY OF WATERTOWN, N.Y. and are prepared to underwrite fire risks at lowest current rates SANDER, WILSON & CO., Hongkong. 25th July 1924.

FORTHCOMING AUCTION SALES.

HONGKONG TRAMWAYS LTD. Hughes & Hough LIMITED

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of seventy five cents per share has been declared and will be PAYABLE ON AND AFTER WEDNESDAY, THE 20th AUGUST, when Dividend Warrants may be obtained upon application at the offices of the Company. The SHARE REGISTERS of the Company will be closed from WEDNESDAY, 6th AUGUST, to TUESDAY, 19th AUGUST, 1924, both days inclusive. By Order of the Board, W. E. ROBERTS, Secretary. Hongkong, 21st July, 1924.

IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS. PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned), on WEDNESDAY, the 6th August, 1924, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Valuable Teakwood and Blackwood Furniture, and Household Sundries, &c., &c., &c.

Comprising:—Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Sideboards, Dinner Waggon, Cutlery, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Sides tables and Cabinets, &c., &c.

Also 1 Grand Piano by Collard and Collard, 1 Hall Clock (good condition), 1 Sextant. (Full Particulars from Catalogue). Terms:—Cash on delivery.

HUGHES & HOUGH, Ltd. Auctioneers. Hongkong, 30th July, 1924.

THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS

AN INTERIM DIVIDEND of ONE DOLLAR per share for the six months ending 30th June 1924, will be PAYABLE on WEDNESDAY 6th August on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from Thursday 24th July to Wednesday 6th August (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Board of Directors

JOHN ARNOLD, Secretary. Hongkong, 9th July 1924

BANK OF EAST ASIA LTD.

NOTICE IS HEREBY GIVEN that an interim dividend of \$3.00 per share has been declared for the HALF YEAR ending 30th June, 1924.

The dividend will be payable on and after MONDAY, the 15th September, 1924, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 8th September, 1924, (both days inclusive) during which period no transfer of shares can be registered. By Order of the Board of Directors,

LI TSE FONG, Acting Chief Manager. Hongkong, 1st August, 1924.

REX INGRAM'S

beautiful and gorgeous production of John Russell's most thrilling and romantic tale of the South Seas.

WHERE THE PAVEMENT ENDS,

featuring the two best loved stars RAMON NOVARRO & ALICE TERRY, scored an enormous success yesterday; it will be shown till Monday only at usual times and usual prices. BOOK YOUR SEATS NOW at

THE CORONET



BAND RECORDS

- 246 POMP AND CIRCUMSTANCE MARCH
- 237-8 MARCH WAR OF THE PRIESTS.
- 3041 WILLIAM TELL OVERTURE
- 163-4 Parts 1, 2, 3, 4.
- 612 MIKADO SELECTION
- 1549 Parts 1-2.
- PEER GYNT SUITE
- Parts 1, 2, 3, 4.
- REMINISCENCES OF SULLIVAN
- Parts 1-2.
- MARCH PAST OF THE BRIGADE.
- WEE MACGREGOR PATROL.

AT

ANDERSON'S

WHITEAWAY'S GREAT HALF - YEARLY SALE

ALL SUMMER GOODS SACRIFICED
REGARDLESS OF COST

Unmistakeable Bargains
IN EVERY DEPARTMENT

OUR ENTIRE STOCK OFFERED AT

Unrepeatable Prices

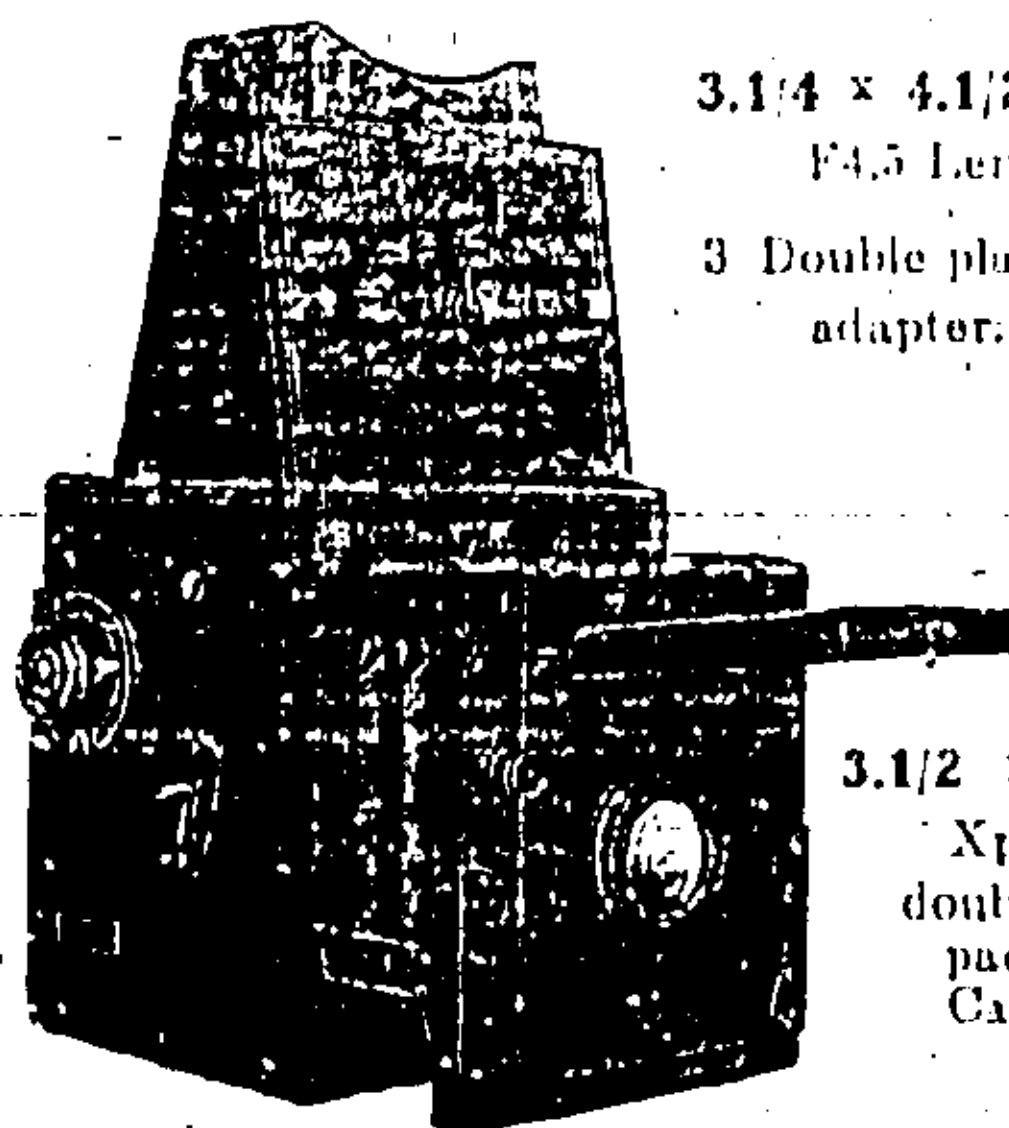
Stock Must Be Cleared To Make

Room For Autumn Goods

Terms Strictly Cash

Whiteaway, Laidlaw & Co., Ltd.

SPECIAL RUBY REFLEX.



3.1/4 x 4.1/2 Size With T. P. Cooke
F4.5 Lens.

3 Double plate holders and film pack
adapter. 2 Real leather Case.

\$185

3.1/2 x 2.1/2 size with Ross
Xpress F4.5 Lens.
double plate holders; 1 film
pack adapter, 1 real leather
Case.

\$235

THE KWONG KWUI CO.

60, Queen's Road,
Tel. C2170.

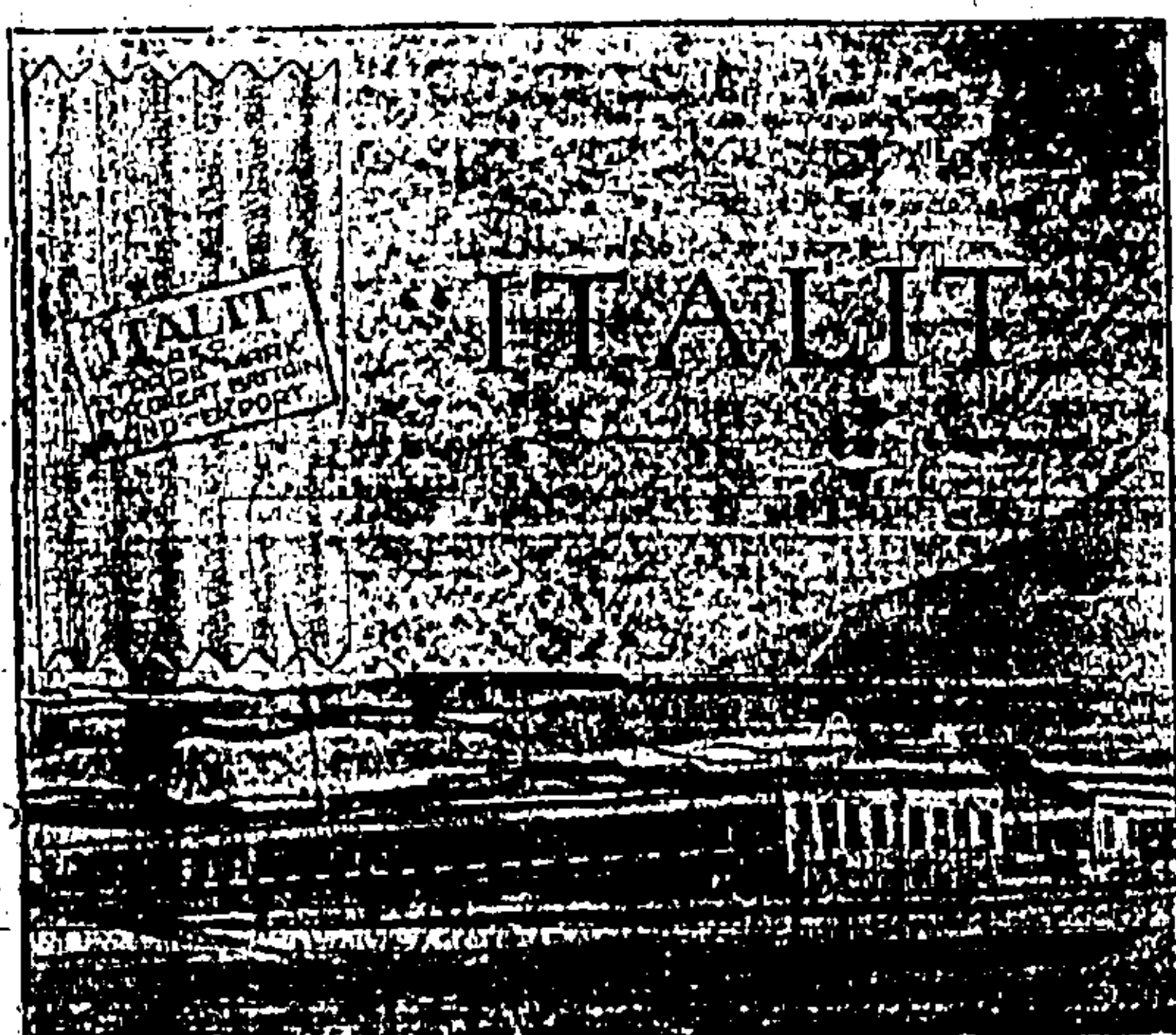


Illustration of
"ITALIT"

ASBESTOS CORRUGATED ROOFING
STOCKS ON HAND.

SHEWAN TOMES & CO.
SOLE AGENTS.

Apply Import Dept. Tel. Central 781.
St. George's Building.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP HANDLERS &
HARDWARE MERCHANTS.

PHONE CENTRAL No. 4416. 25, WING WOO ST.
Central.

THE NEW TERRITORIES.

DEMAND FOR BUILDING SITES.

The annual reports for last year on the New Territories are to hand. In the course of his statement, the District Officer, North, says:

The number of immortals registered was 3,925, as against 3,904 in 1922, the registration fees being \$6,016.16, as against \$2,730.20.

The demand for building sites continued to be brisk, the total number sold being 181 as against 211 in 1922, and prices ruled high, especially for lots in the neighbourhood of Tai Po Market, chiefly owing to the operations of speculators.

Two large brickfields were sold, one near Castle Peak, and the other near Lo Wu.

The sale of the salt paddy reclamation at Mui Po was completed, and negotiations commenced for several others on a large scale.

Revenue.

The total revenue for the Northern District during 1923 was \$316,801.41 as against \$190,007.60 in 1922. This large increase was almost entirely due to the high premium on land, especially in the case of the brickfields and in the vicinity of Tai Po Market.

General.

Crops.—The last year of the Chinese cycle lived up to its reputation by bringing disaster in its train; the first crop was poor, only 50% by reason of the drought in the first quarter and too heavy rain-fall in April; the second crop was practically ruined by the typhoon in August and the heavy rains which breached the bunds and laid waste large areas, especially at Shu Tin. Sugar cane was almost entirely destroyed, but the winter vegetable crops were good, and the liechee crop was excellent. The fishing industry had a bad year, partly due to the bad weather and partly due to the cutting off of communications with the Shek Long district, which formed the chief market.

Cattle and pig outbreaks of disease, probably rinderpest, have again been noticed, but it was impossible to get the owners to send the animals for investigation, as they prefer to conceal the presence of such calamity.

Small Pox.—Sporadic outbreaks of this disease, connected with the epidemic in Hongkong, but owing to the assistance given by the Sanitary Department, the St. John's Ambulance Association and others, in providing means for voluntary vaccination in the different districts, the disease was kept in check.

Crime.—The more serious crimes reported included 1 murder and robbery, 1 armed robbery and kidnapping, 2 armed robberies on land, 1 armed robbery on water, 1 robbery with violence, and 1 robbery accompanied by cutting and wounding.

The Southern District.

The District Officer, South, reports that sitting as Police Magistrate, he heard during the year 175 cases affecting 403 persons; 283 persons were fined or bound over, 58 were discharged and 62 imprisoned.

Twenty-two cases were instituted during the year as compared with 56 in 1922 and 75 in 1921, and thus the decrease in numbers continued.

Deaths to the number of 1,929 were registered during the year as compared with 1,323 in 1922. Registration fees for 1923 were \$9,804.00 as compared with \$4,692.80 in 1922. These figures are a good index of the "boom" in land prevailing in New Kowloon, Tsun Wan, T'ing I and other developing portions of the District.

General.

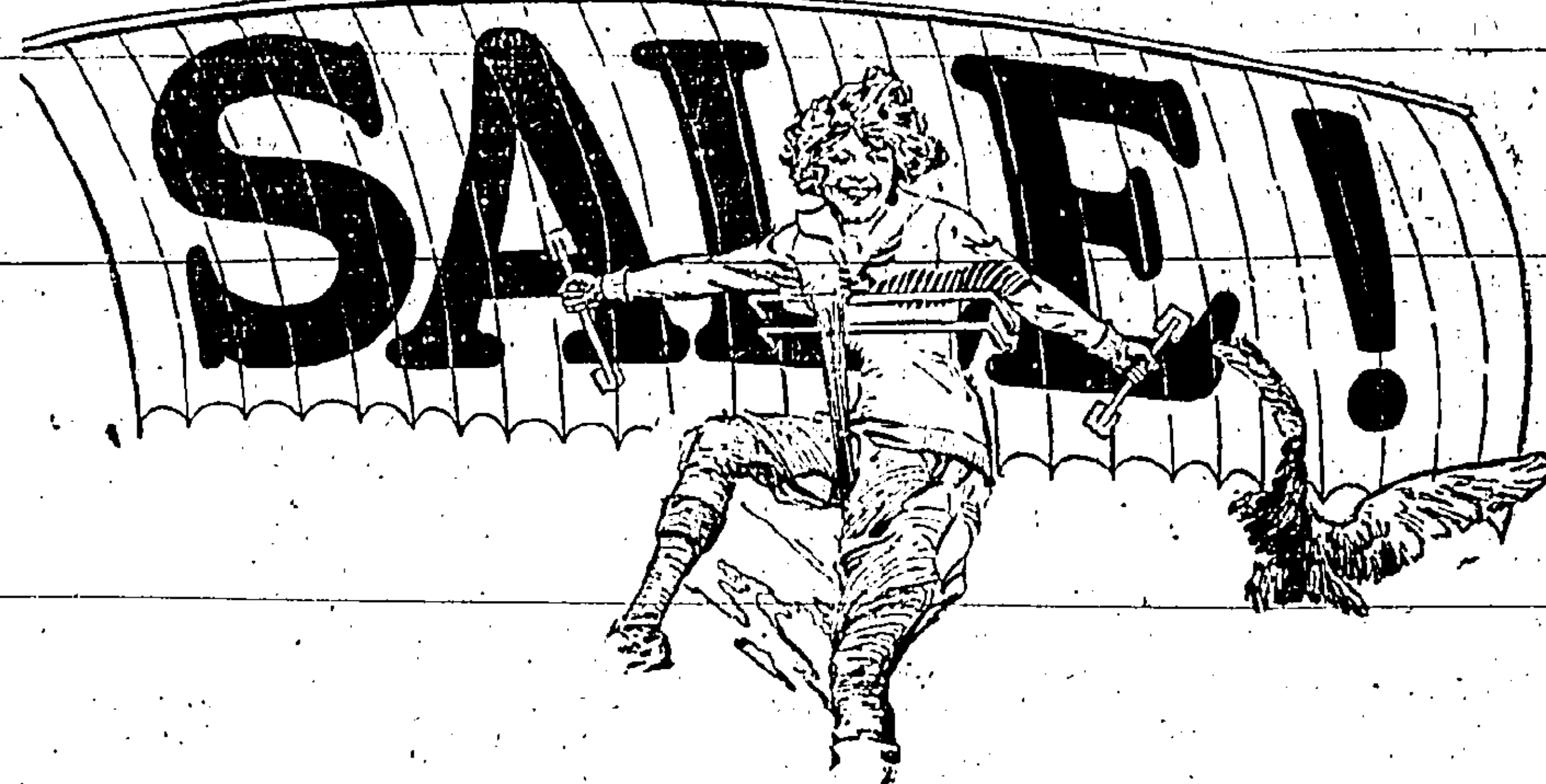
Tai O enjoyed a fairly good year, in spite of damage to property by the August typhoon, estimated at about \$10,000. Fish were less plentiful, but the total catch (25,800 piculs) fetched higher rates than those prevailing last year. The salt pans did well, producing altogether 22,000 piculs, and the trade seems likely to prosper. There is a slight increase on last year's output. The rice and sweet potato crops were only fair. All the stalls in the market were let.

The 10 foot path from Tai O to Shek Pik was repaired at cost contributed half by Government and half by the inhabitants of the two places.

Cheung Chau.—The fishing season compares badly with that of the previous year, in consequence of the loss of a great many junks in the various typhoons. The first padd crop of the district was good, but the second was practically destroyed by typhoon. The quarry here did good business, as also the lime-kilns on the neighbouring island of Ping Chau. The market stalls were all let.

Two ferry launches were running until November 7th when one launch was wrecked shortly after leaving Cheung Chau, and carried

LAST FEW DAYS OF SINCERE'S



Positively your last chance to obtain our
MONEY-SAVING BARGAINS

Come Right Now and Save from

10% to 50%

on your purchases.

THE SINCERE CO., LTD.

HONGKONG EMPORIUM.

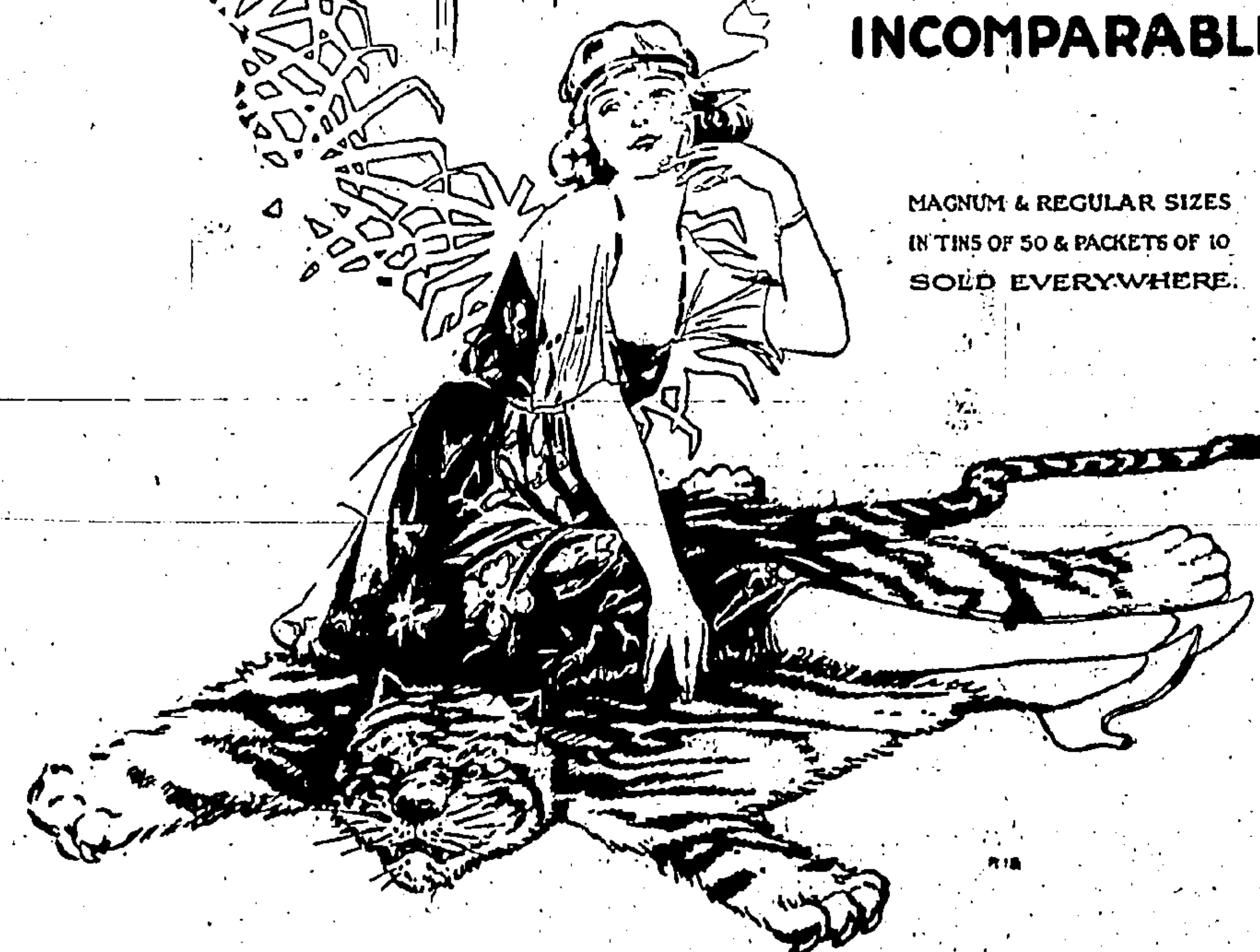
CAPSTAN

CIGARETTES

You Can Compare the PRICE,

but the QUALITY is

INCOMPARABLE.



MAGNUM & REGULAR SIZES
IN TINS OF 50 & PACKETS OF 10
SOLD EVERYWHERE.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

off into Chinese waters. A new and bigger launch was put on the run early in 1924.

There were 170 deaths during the year, a decrease of 47 on last year.

The island's popularity as a summer resort increased. An assembly hall for religious, social and educational purposes has been built on a site granted by Government.

The value of building land on the foreshore near the market continues to rise steadily.

Tsun Wan.—The agricultural report from this district shows a comparatively bleak year. In particular, the plum-apple crop, a very important factor in the market, gave a very poor yield. The lime-kiln business in T'ing I is steadily growing; the output last year being about 160,000 piculs of lime as against 85,400 for 1922. Prices also ruled high. Exports of Chinese wine and spirits realised \$19,500.00, and a good business was done in pigs, of which 1,900 were exported at prices ranging from \$28.00 per head. The general health conditions remained good.

Lamma.—The year was on the whole a good one. The banana and sweet potato crops were good, but the second padd crop suffered badly in the typhoon. ORANGE 00, and a good business was done in pigs, of which 1,900 were exported at prices ranging from \$28.00 per head. The general health conditions remained good.

SIMPLEX PARTITIONS

FIEROUS PLASTER PARTITIONS & SUSPENDED
CEILINGS FOR OFFICE BUILDING & RESIDENCES

MADE OF

SIMPLEX STEEL STUDDING
FIEROUS GYPSUM—BOARD
FIBROUS GYPSUM PLASTER

INTERIOR FIBROUS PLASTER DECORATIONS.
ALL WORK EXECUTED UNDER EUROPEAN
SUPERVISION BY THE—

CHINO-AMERICAN INDUSTRIAL DEVELOPING CO., LTD.
China Buildings, 2nd. Floor Tel. 833 & 3749

NOTICE.

**W. S. BAILEY
& CO., LTD.**

ENGINEERS & SHIPBUILDERS
KOWLOON.

HARBOUR REPAIRS

Tugs, Barges, Light Draft
and High Speed Vessels and
Motor Craft.

SOLE AGENTS FOR

KELVIN MOTORS

PHONE

Works Kowloon 21
Manager Kowloon 633

HARBOUR GALL. FLAG L.

STEAM LAUNCH FOR SALE

**GREEN ISLAND CEMENT
CO., LTD.**

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHAWAN, TOMES & CO.
General Managers
Hongkong.

MASSAGE

**Mr. N. AKAJI
Mrs. E. AKAJI**
Graduate of Tokyo massage
School
No. 8 Queen's Rd. C. Phone C.4395



T. NAKAO

Japanese Shoe Export.
TORTOISE SHELL BOXES
and CASES A SPECIALTY.

Astor House Hotel Building.
Queen's Road Central.

MASSAGE HALL

Mrs. S. UZUNOYE,
Expert Masseuse
37, Queen's Road Central,
2nd. Floor.

NOTICE.

METALS

of all kinds especially for
ship-building and engineering
work. Complete stock. Best
terms. Immediate delivery

SINGON & CO.,

Established A. D. 1880

HING LUNG ST.

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EARLIER TELEGRAMS.

IRELAND'S BOUNDARY PROBLEM.

London, Aug. 1.
In the House of Commons, replying to Mr. Stanley Baldwin, Mr. J. H. Thomas said that the report of the Judicial Committee was presented to His Majesty yesterday. The report held that the refusal of the Government of North Ireland to appoint a member to the Boundary Commission was a contingency unforeseen at the time of the passage of the Act of Parliament implementing the Irish Treaty. If the refusal was maintained there was no constitutional means under existing statutes of bringing the Commission into existence. The report raised grave issues. The Government was bound in honour to secure the carrying out of the undoubted intention of Parliament when it ratified the Treaty (Ministerial cheers). Mr. J. H. Thomas said that the Government earnestly hoped that the Government of North Ireland, even at this late stage, would appoint a commissioner. If this hope were not fulfilled the Government would forthwith introduce legislation giving effect to the undoubted intention of the Irish Treaty and would press the passage of the legislation regardless of the consequences to themselves, as the honour not merely of the Government, but that of the country was involved in seeing that the obligation of the treaty imposed on the United Kingdom was fulfilled in the spirit as well as in the letter. Both his colleagues and himself were prepared not to omit any step necessary to place the good faith of parliament and of the people beyond question (Ministerial and Liberal cheers).

Mr. Lloyd George expressed great satisfaction in the announcement. (Opposition dissent). He himself and his colleagues would support the Government measures necessary to make clear to the Empire and to the world that the Government was not prepared to shuffle out of the bargain on the mere question of the machinery to carry out its agreement (Liberal cheers).

Col. Ashley (Conservative) angrily asked if it was an honourable agreement with Ulster. Mr. Thomas replied that there was nothing more disastrous in this issue than passionate feeling.

Mr. Thomas continued that at the request of Mr. Ramsay MacDonald he had invited Mr. Wm. T. Cosgrave and Sir James Craig to meet him in London. Mr. Thomas still believed in the possibility of a peaceful settlement. Mr. Ronald McNeill (Conservative) asked if Mr. Thomas realised that the Government's assumption that this was a mere drafting oversight was not universal, and would be hotly contested. Mr. Thomas said he was convinced that any legislation on this question would be hotly contested, but it must not be forgotten that the treaty would be hotly contested, but it must not be forgotten that the treaty was not merely ratified by Parliament, but had been endorsed at the general election.

Mr. Thomas said that legislation would not be introduced until after a meeting of Mr. Cosgrave and Sir James Craig. Mr. Wedgwood Benn asked if, in the event of the introduction of the bill if necessary, it would be passed through all stages before the recess. Mr. Thomas said he wanted nothing done to hinder the possibility of a settlement. For him to make such an announcement would have this effect, but emphasised that no steps would be left untaken to prove to the world conclusively, before Parliament rises, what Government intended to do.—Reuter.

The Irish boundary problem involves the right of certain sections of what is known as North Ireland to enter into the Irish Free State. Ireland is divided into four provinces of almost equal area, three of them, Leinster, Munster and Connaught belonging to the Free State, and Ulster, known as North Ireland. By the terms of the treaty entered into between Britain and Ireland the latter received the status of a self-governing Dominion of the British Commonwealth of Nations and was named the Irish Free State. It was provided that North Ireland might vote itself out of the Free State. In that case a Commission appointed by the Irish, the British, and the Northern Government would define the limits of the last named territory according to the wishes of the inhabitants. As the two counties of Tyrone and Fermanagh, parts of two other counties, and the city of Derry all possess Nationalist majorities, North Ireland would lose by the delimitation of the boundary. While North Ireland took the necessary steps to vote itself out of the Free State, it has refused to fulfil its part of the remainder of the clause, contending that North Ireland was not party to the Anglo-Irish Treaty.

HONGKONG WEDDING.

MATTESON-McDERMID.

An extremely pretty wedding took place on Thursday afternoon in St. John's Cathedral. The principals were Mr. E. L. Matteson, the very popular Manager of the Admiral Oriental and Dollar S. S. Lines, and Miss Dorothy Constance McDermid.

The bride was given away by Mrs. A. W. Anderson, and the best man was Mr. G. P. Bradford, while the duties of lady-in-waiting were admirably carried out by Mrs. G. P. Bradford.

Only a few close friends attended the ceremony, among whom were Mr. and Mrs. J. J. P. Macdonald, Mr. A. W. Anderson, Mr. and Mrs. Fetterley, Mr. J. Sheppard, Mr. W. S. Field, Mr. E. F. O'Connor, Miss Edith Marsh, Mr. J. R. Summers, Mr. and Mrs. Harder and Mrs. Duchs.

The bride was attired in a dress of white net trimmed with orange blossoms and hat to match.

From the Cathedral, the wedding party were conveyed to Blake Pier

THE WORLD FLIGHTS.

MACLAREN STILL AT PETROPOLVLOVSK.

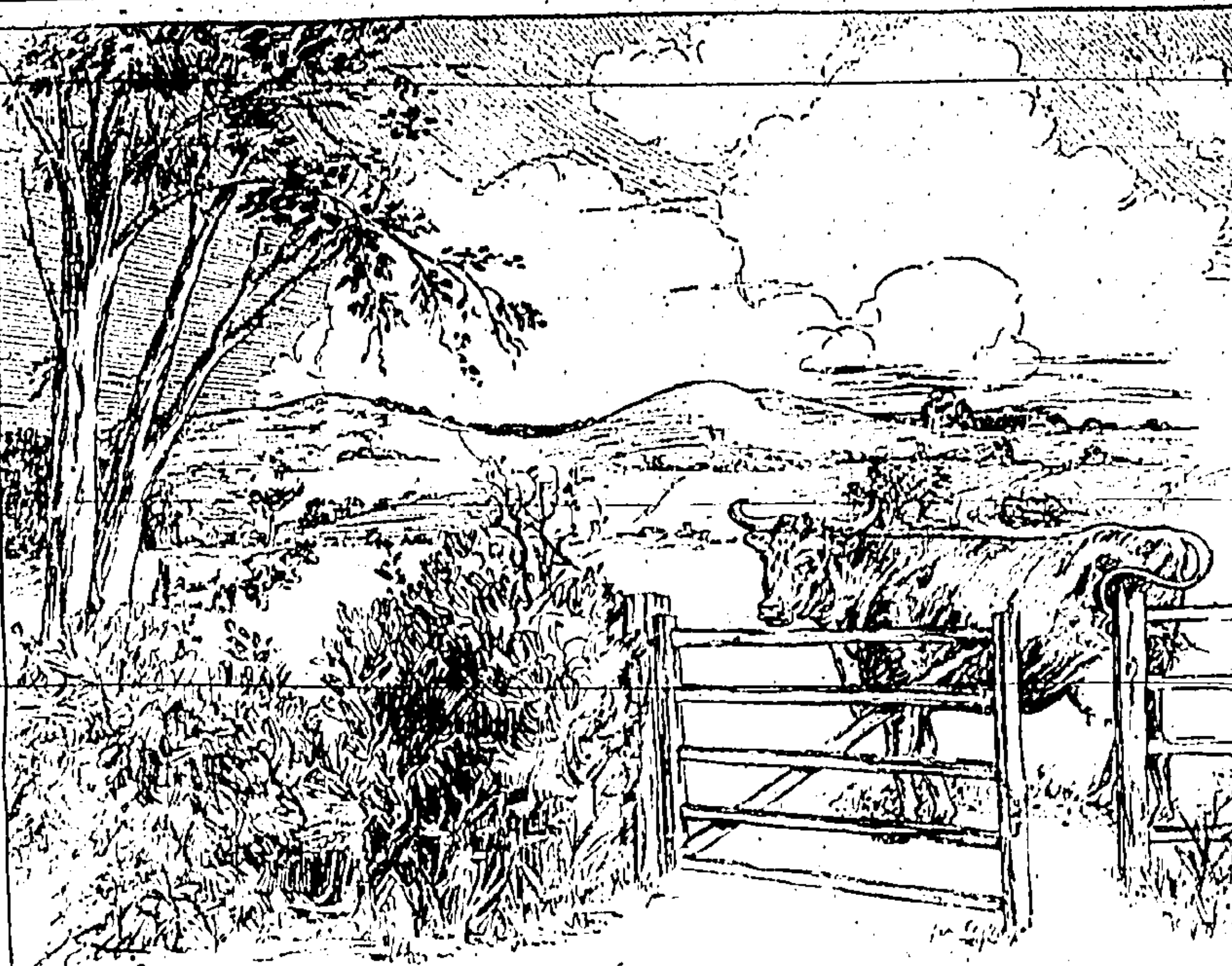
Tokyo, July 1.—Squadron Leader MacLaren is still at Petropavlovsk. No details have been received, but it is believed he is well.

Zanni's Progress.

Bagdad, August 1st.—Zanni arrived at noon and departed for Basra four hours later. The machine is running splendidly.

Married Six Years.

Mrs. Bay, who lives at No. 177 Wanchai Road, said that the deceased was her daughter. She married the defendant six years ago, and four months after the event a female child was born. Witness admitted that defendant was not aware of her daughter's condition when he married her. After the birth of this child, they lived together and in course of time a son was born, who was now four years old. Witness could not say if there were any rows between them.



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MURDER CHARGE.

INDIAN'S ALLEGED FATAL ATTACK ON WIFE.

Before Mr. R. E. Lindsell at the Magistrate's yesterday afternoon, Chai Din, chauffeur, lately in the employ of Mr. J. Arnold, was charged on remand with the murder of his wife, Gumbah, on the 27th May last.

The Acting Crown Solicitor briefly outlined the case for the prosecution, after which the evidence of Dr. McKenny, Superintendent of the Government Civil Hospital, was called in regard to the nature of the injuries received. He said that the woman was admitted to the hospital on the 27th May, suffering from multiple wounds on both legs. The right leg was almost amputated, while the wounds on the left leg were not quite so deep but they had severed the tendons and muscles. Her condition was extremely bad, shock having resulted from severe loss of blood. The patient died on the 3rd July, septicaemia having followed from the injuries described. Her mental condition was quite normal on admission, and it was not until a few days afterwards that she became mentally abnormal. The wounds were such as might have been caused by an instrument of some weight, like the chopper produced in the Court.

Mr. Hazlebrigg: Do you know if there was any dispute as to the paternity of the male child?—Witness: There was no dispute. Continuing, witness said that her daughter often came to see her after her marriage. On the 27th May last, defendant came to her house bringing the boy with him. He said that he had cut up Gumbah and now he was returning the child to her. Witness told him that it was his child, not her's, and that he must take him back. Defendant replied: "He is your daughter's child."

In reply to a question witness said that defendant at the time smelled of liquor but was not drunk, other wine he could not carry the boy without staggering. When the couple lived at Pokfulam they came to see her often. The woman was accompanied sometimes by the defendant and sometimes by the child.

Alleged Infidelity.

Mr. Hazlebrigg: Has prisoner complained to you about your daughter's conduct with other men?—No, none whatever. The same question was put by Mr. Fitzroy, appearing for the defence, and the witness also returned a negative answer. Did he tell you she was walking about with one of his friends?—No. Witness also denied that defendant had ever made any complaint to her regarding his wife's infidelity. Kwong Ching, a houseboy in the employ of Mr. Arnold, gave evidence to the effect that on the day in question he saw the defendant sharpening a chopper at the doorway of the kitchen, and later saw him return after driving Mr. Arnold to his office with the child in the car. Witness spoke to receiving uniform from the defendant, who said: "Return these to master. I have cut up my wife and am now going to gaol." The uniform was covered with what

SINGAPORE BOXING.

BATTLING KEY REGAINS LIGHTWEIGHT TITLE.

(Our Own Correspondent.)

Singapore, Aug. 1.
In a boxing contest at Malaya Stadium, Chai Lai drew with Altrono over ten rounds for the Orient Fly weight championship. Johnny Regan, who refereed the fight, found heavy plaster on Altrono's knuckles. The Filipino was bowed by the crowd.

Battling Key, ex-lightweight champion, regained the title, Domy Santos failing to appear, though certified fit.

PROHIBITED FIGHT.

Surprise was caused the other day, when the police authorities at the last moment prohibited, "for reasons of public safety," a big boxing match to be held between Austrians and Italians in Vienna. The men had already been trained in public, many tickets sold, and large expenses incurred. On the other hand, a section of public opinion is against professional matches, and the authorities obviously do not wish to risk "incidents."

appeared to witness to be blood-stained.

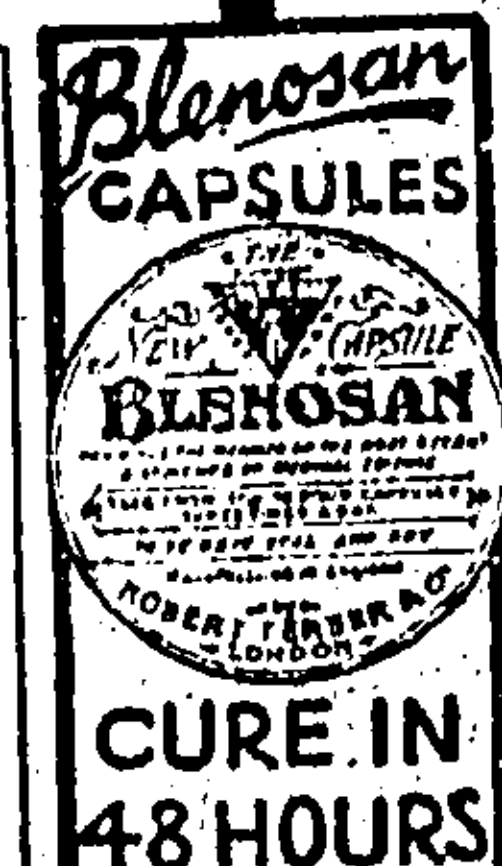
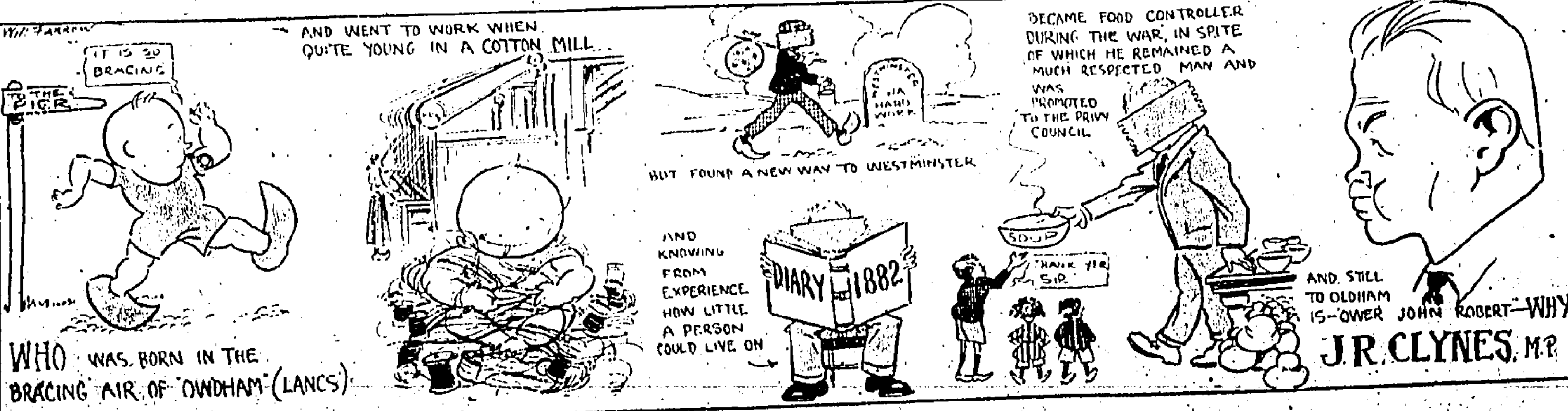
In reply to Mr. Hazlebrigg, witness said that defendant had the appearance of being "angry" when he spoke those words.

Questioned in regard to the new chauffeur, Sandi Khan, employed by Mr. Arnold, witness said that this man paid visits once or twice a month to the servants' quarters. He came to see the defendant. Only once did he recollect Sandi Khan having made a visit whilst defendant was away, and on that occasion he left at once.

The hearing was adjourned.

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The Hongkong Telegraph.

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THE IRISH PROBLEM.

ANXIETY FELT IN NORTH AND SOUTH.
London, August 1.

Mr. Thomas' statement has aroused the keenest anxiety in Ulster and the Free State. Several speakers in the Dail referred to public forebodings of tragedy approaching, but Mr. O'Higgins deprecated the tendency to wax turbulent at short notice. He declared that this was not a case for sudden decisions or jumping to conclusions which the facts justified. The Dail adjourned, until August 12.

The Ulster Association has issued a statement that Ulster has already made great sacrifices in territory under the Act of 1920. Sir James Craig has repeatedly intimated his willingness to negotiate with a representative of the Free State on a mutual basis. It concludes by stating that without defining the terms of the reference to the Commission, Mr. Ramsay MacDonald is asking Ulster to take a leap in the dark. —*Reuter.*

CONFERENCE PROSPECTS.

FRENCH PRESS IS OPTIMISTIC.
Paris, August 1.

The newspapers state that the Conference yesterday in London was marked by an important success for M. Herriot, who despite the difficult fight he has made has not sacrificed France's rights and interests. All the papers remark on the conciliation of mind which has characterized France during the delicate negotiations. The papers foresee accord at the Conference occurring soon, on the basis of the French proposition. —*Havas.*

London, August 1.

The members of the Conference third committee state that an agreement is within sight now and the only question is the drafting of certain papers. The plenary conference to-morrow expects to facilitate the attendance of the Germans on Monday. —*Reuter.*

LABOUR LOSES A SEAT.

NOTABLE CONSERVATIVE VICTORY AT BY-ELECTION.
London, August 1.

The by-election at Holland-with-Boston, to fill the vacancy caused by the death of Mr. W. S. Royce, resulted in the conversion of the Labour majority of 2,366 into a Conservative majority of 806, the figures being:

A. W. Dean (Conservative)	12,907.
Doctor Hugh Dalton (Labour)	12,101.
R. P. Winfrey (Liberal)	7,596.

—*Reuter.*

THE EMPIRE JAMBOREE.

A GREAT DAY AT WEMBLEY.
London, August 1.

India, Burma, Ceylon, China, Hongkong and all parts of Britain and the Empire were represented among thirteen thousand Boy Scouts of various nationalities and colours participating in the Empire jamboree, which was inaugurated this afternoon by a great procession in the Wembley stadium. The Duke of Connaught, accompanied by Sir Robert Baden Powell, welcomed the boys. —*Reuter.*

AQUATICS AT CRAIGENOWER.



CRICKET AT HOME.

SOUTH AFRICANS DO WELL.
London, August 1.

When the match between Sussex and the South Africans was resumed at Brighton the weather was cloudy. There was a fair attendance. The wicket was good. The South Africans scored 217 for 4 and declared at three o'clock. Sussex contributed 81, and Nourse 44 not out. Relf took 3 for 43.

Sussex compiled 96 for 6, Hands taking 3 for 9. The match was drawn, play ceasing at 4.30. To enable the South Africans to proceed to play against Glamorgan at Cardiff to-morrow.

COUNTY MATCHES.

Hampshire at the Oval led over Surrey on the first innings. Surrey compiled 237 for 9, and declared (Sandham 58), and after 100 runs scored 349 for 5 (Hobbs 90).

A YEAR'S LAW.

SUPREME COURT REPORT.
We take the following extract from the annual report of the Registrar of the Supreme Court.

Original Jurisdiction.—Two hundred and seventy-five actions were instituted in this division of the Court during the year 1923, as against 229 in 1922. The debts and damages recovered amounted to \$1,550,436.35 as against \$771,401.97.

Summary Jurisdiction.—One thousand nine hundred and thirteen actions were instituted during the year as against 1689 in 1922. The claims amounted to \$355,439.12 as against \$310,577.34 in 1922. The amounts recovered were \$127,916.62 as against \$127,916.61 as against \$122,871.35 in 1922.

Criminal Jurisdiction.—There were 146 cases and 209 persons committed for trial at the Criminal Sessions, as against 93 and 130 respectively in 1922. The number of persons actually indicted was 203 of whom 167 were convicted and 36 were acquitted. Against 6 persons the case was abandoned. In 1922 the figures were respectively 123, 101, 32 and 7.

Bankruptcy Jurisdiction.—Seventeen petitions were filed, 9 being creditors' petitions and 8 debtors' petitions. Figures for 1922 were respectively 13, 10 and 3. The number of Receiving Orders made was 7, being 3 on creditors' petitions and 4 on debtors' petitions. The figures for 1922 were respectively 8, 5 and 3. The estimated assets, in cases where Receiving Orders were made and not subsequently rescinded, were \$39,176.02 and the estimated liabilities \$900,254.14 as against \$37,155.55 and \$356,703.00 respectively in 1922.

Registrar of Companies.—On the 31st December there were 560 companies on the Hongkong Register, of which 35 were in course of liquidation. During the year 87 new companies were put on the Register and 19 struck off. One company was transferred from Shanghai to the Hongkong Register. The fees collected in respect of "China" companies amounted to \$141,512.76 and those in respect of other companies to \$19,518.30. Deposits of the total value of \$3,930,000 have been made by Insurance Companies under the Fire and Marine Insurance Companies Deposit Ordinance, 1917.

Fees and Commission.—The total sum collected during the year by way of fees and commission amounted to \$69,955.20 as against \$60,488.59 in the previous year.

NEW FIRE FLOAT.

FOR HONGKONG HARBOUR.
One of the Finest in the East.

What will undoubtedly be one of the largest and most completely equipped fire floats in the Far East will shortly be built here to the order of the Hongkong Government. In the *Gazette* circulated to-day tenders are invited for the construction of "a fire fighting, salvage and towing vessel." Tenders to reach the Colonial Secretary's office by noon on September 1st.

SOME DETAILS.

The length of the new vessel is to be 100 feet, over-all, or 95 feet between perpendiculars, with a moulded breadth of 21 feet, and a moulded depth of nine feet. The maximum draft is to be 7 ft. 3 ins. The hull is to be of steel, whilst the propelling machinery is to be by a set of triple expansion, surface condensing marine engines, with a single screw, capable of propelling the vessel at a speed not less than 10 knots per hour. Two water-tube boilers of the "Express" type will supply the power (oil fuel to be used) and the vessel will be electrically lighted and fitted with a searchlight for night operations. Divided into seven water-tight compartments, the vessel will have a main wooden deck, which will be the working deck.

4,000 GALLONS PER MINUTE.

The fire-fighting equipment will include a telescopic mast of the Corter type, worked by hydraulic power, from which the firemen will be able to work hose at whatever height is required. The pumps will include two Merryweathers of the latest pattern ("Greenwich Gem") capable of pumping 2,000 gallons per minute at a pressure of 150 lbs. per square inch, whilst there will be two improved swivel monitors, capable of turning in any direction, lateral or vertical, each fitted with three nozzles up to three inches in diameter. There will be two salvage suction heads on the main deck aft, with four Gins connections. The total pumping capacity of the float, for fire-fighting purposes, will be 4,000 gallons per minute at a pressure of 150 lbs., whilst the suction capacity for salvage work will also be exceedingly high.

The equipment of hose, stores and all necessary gear will be as complete as is possible, to make the float of the greatest possible service, whilst accommodation for Master, engineers and crew will be ample. When the float, which is the finest of its kind ever seen here, is completed, Hongkong will possess a very efficient and up-to-date fire fighting vessel, well in keeping with the status of the port.

FOOTBALL.

The following matches will be played during next week at Murray Barracks in the "Montague-Bates" Plateau Challenge Cup Competition, kick off at 5.30 p.m.

Monday. 13 Platoon (Plum and Blue) v. 2 Platoon (Red and Black).

Thursday. 1 Platoon (Dark Blue and White) v. Drums and Signallers (Red and White).

Saturday. 16 Platoon (Black and White) v. 7 Platoon (Blue and White).

JAPANESE TARIFFS.

A meeting of Birmingham gun-makers has expressed the opinion that the new Japanese tariff of a hundred per cent *ad valorem* in regard to the gun trade is prohibitive. They welcomed the offer of the M.P., Mr. Hannon, in conjunction with Mr. Neville Chamberlain and other local Parliamentarians, to seek an interview with the Government on the subject. Mr. Hannon said he believed if the case were presented properly, Japan would be ready to make some concessions. —*Reuter.*

ENGLISH GUNMAKERS AFFECTED.

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FRONTIER TRIBES.

Simla, August 1.

The Shabikhel tribesmen have handed over the captured quadrangle, and submitted to the British terms. Punitive operations have now terminated. —*Reuter.*

NEW J. P. S.

THREE APPOINTMENTS.
His Excellency the Governor has appointed the following gentlemen to be Justices of the Peace for the Colony of Hongkong:

Official.—Mr. William James Lookhart Smith.
Un-official.—Mr. Paul Landor; and Mr. Neilage Sharp-Brown.

HONGKONG IMPORTS.

PIECE GOODS IN THE DOLDRUMS.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton Piece Goods & Fancy Cotton Goods.—The market is in the doldrums and new business is conspicuous only by its absence. In the interim since our last report price of American cotton for both "Spot" and "Futures" has advanced considerably, and manufacturers are asking correspondingly enhanced figures for cloth. This position is not, however, in any way reflected in Chinese selling rates in this market. Clearances still continue poor.

Cotton Yarn.—Since our last report, there has been a certain amount of enquiry, but owing to the heavy decline in Rupee exchange importers have not been able to meet the demand. Prices, however, have appreciated \$2/3 per bale without leading to any business. Quotations are:—No. 10s \$220/240 No. 12s \$235/245 No. 16s \$245/250 No. 20s \$245/250. Arrivals 900 bales. Shipments nil. Sales nil. Unsold stock 8,800 bales. Bargains 1,000 bales.

Woolens.—Market remains exceedingly dull. Clearances poor, and no fresh enquiry.

Raw Cotton.—There is no change to report.

Metals.—Market continues to be very dull. No business reported.

Flour Market Report Stock about 1,300,000. Market quiet. Quotations: American Patent, \$3.75 per sack; American Straight, \$3.10 per sack; American Cut-off, \$3.10 per sack; Shanghai Flour, \$3.05 per sack; Australian No. 1, \$3.15 per sack; Canadian Cut-off, \$2.90.

Sugar.—Market steady.

Salt-petre.—Floods in the interior have greatly hampered business.

THE TYPHOON.

Yesterday afternoon at two o'clock the Hongkong Observatory reported that the typhoon was situated in Lat. 20, Long. 113, moving very slowly westward. This position is well south of the Colony, and if the typhoon continues on its present course it should strike the Hainan Straits.

The Manila Observatory reported at 8.45 last night that the typhoon was situated in Lat. 19, Long. 114, moving westward.

Last night the No. 1 warning signal was lowered.

BEAM RADIO.

London, August 1.

The House of Commons has approved of an agreement with Marconi with reference to the construction of a beam wireless station. Mr. Harshorn said he understood an arrangement was now being made with Australia and South Africa for the erection of beam stations, as already arranged with Canada. —*Reuter.*

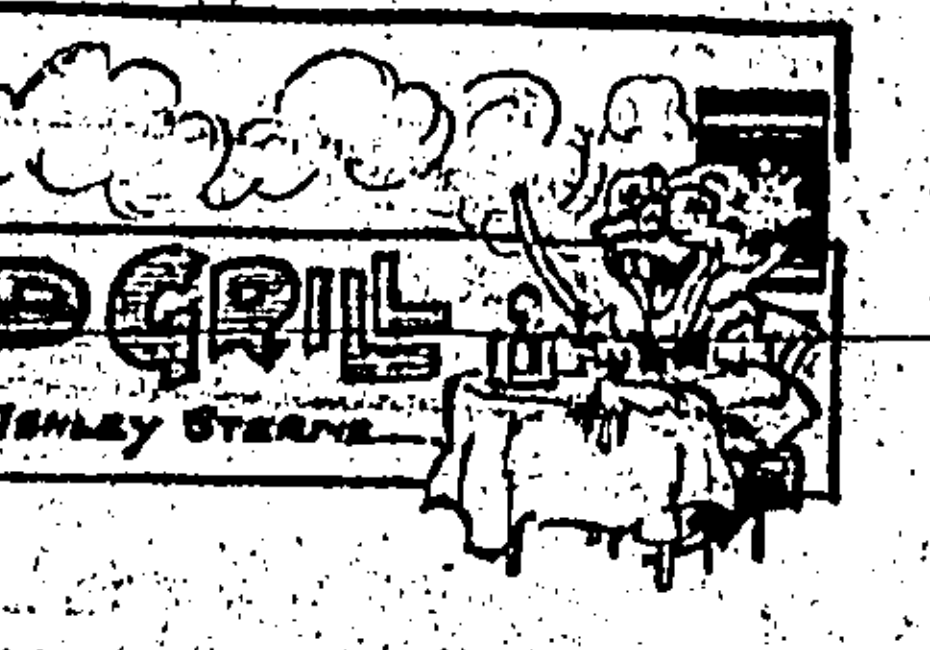
INTER-IMPERIAL STATIONS.

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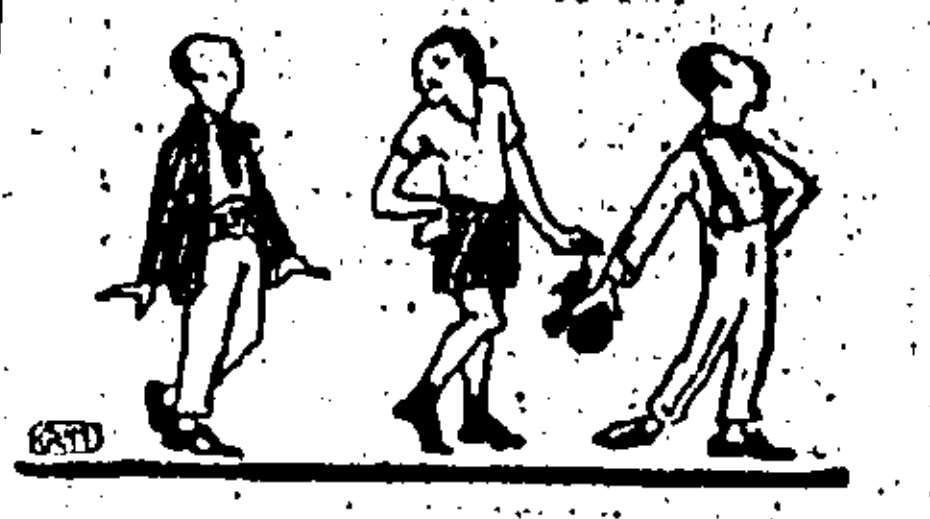
TO-DAY.

Closing Exchange 25.4.11/10. Lighting Up Time 7.03 p.m. High Water 10.53 a.m. Low Water 4.13 a.m.



the unfriendly tone of the reply which he received.

An enterprising firm of modistes has recently held a mannequin parade for the purpose of displaying the latest thing in ladies' bathing-costumes, thereby, I fancy, completing the mannequinisation of the entire feminine wardrobe. I only wish that men's tailors and outfitters would inaugurate similar parades. I have often wanted to know what the effect on a



spectator is of wearing braces embroidered with forget-me-nots, or a tammy-band with "Mizpah" engraved upon it. We mere men just have to blunder along anyhow, and I am certain that most of the sartorial solacisms we commit would be obviated if we were only accorded the opportunity of seeing ourselves as others see us. At a recent glove-fight at the Albert Hall much distress was occasioned to the reporter of the *Tailor and Cutter* by the sight of one of the fighters appearing in shorts which lacked a permanent turn-up.

If your hats are not ready off to Franco, gentle readers, may I ask you to remove them in tribute to Miss Luella Watkins, U.S.A., who has recently won much honour in her own country by her long-distance saxophone playing? Luella, it appears, has just established a non-stop record by successfully completing 48 hours' continuous playing, during which she nearly wore out America's welkin by causing it to re-echo to 576 different selections. I have made a few rough calculations on these data, which, for the sake of such as may be interested in statistics I tabulate below.

I compute that in the course of her performance Luella must have blown:

1,143	semibreves;
7,079	minims;
29,415	crotchets;
53,007	quavers;
128,211	semiquavers;
3,518	appoggiaturas;
2,914	acciacaturas;

requiring in all for their execution some 750,000 cubic feet of wind (or calculated on the therm system, 3,500 therms).

The report does not state how Luella was fed during her performance, but I imagine they poured clam broth and other



liquid nutrients down the bell of her saxophone, which she inhaled as she played. Granted that this surmise is correct, the saxophone should be a far easier instrument on which to establish a record than, for example, a trombone. One can picture the dismay of the *Capitaine Cornet* who, on receiving a pair of flut's ex-tal-upping him, and fortunately, bombarded him with a large number of flut's, thereby, I imagine, establishing a record. —*Reuter.*